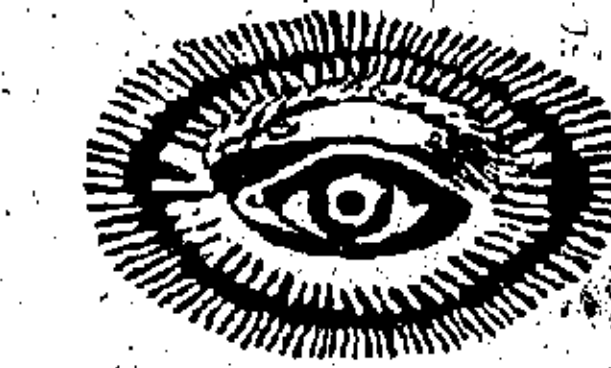


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No. 27,216 HONG KONG, THURSDAY, JUNE 27, 1929. PRICE \$3.00 Per Month.

## "JUSTICE AT STAKE"

MAJOR'S DEFENCE—NO HALF MEASURES

### ORIGINATOR OF THE FRAUD?

An Unusual and Serious Procedure

"NO GUIDANCE WHATEVER"

Major Miles, the officer defending Major Ogilvy, of the King's Own Scottish Borderers, who is under trial by a General Court Martial sitting in the Officers' Mess at Murray Barracks, made his closing speech this morning in defence of the accused officer.

He laid emphasis on the fact that the system then in existence was most deplorable and that there must have been three persons in the fraud. It was hard to say who originated the scheme, but there was one salient fact which stood out alone. And that fact was that Private Hendry (the defaulting clerk), belonged to the Headquarter Wings, and all cheques from that company to the P.R.I. were not written by an officer. Ten out of the eleven cheques were not crossed.

### HIS OPINION NOT CONSULTED

To-day—the eighteenth day—brought the case to its concluding stage when final submissions were made by officers for the defence and the prosecution.

Major Armitage, for the prosecution, handed a written address to the Court, which was then read out by Mr. Somerset Fitzroy (Judge Advocate). In the address the prosecutor submitted that the six charges against Major Ogilvy had been proved. The deficits in the accounts, coupled with negligence given and they all tended to show that the action of the accused was contrary to the good order and discipline of the battalion.

The written address then referred to Cpl. Hendry's trial, which caused the Judge Advocate to say that Cpl. Hendry had been tried, convicted and sentenced, and therefore no comment on the evidence given in that case would be necessary.

**Misleading Accounts**  
The address then went on to make reference to the extra payments to men who had performed extra duties and commented on the fact that it was against the good order of the battalion. Prosecutor then referred to the case of Private Barnes, and other men who should have been paid but did not get their money. Even the account books were misleading. There was also negligence shown in the matter of goods in stock. It was clear that a quantity of hose tops had been concealed which the defaulting clerk intended to sell for his own profits.

**In Lawyer-like Manner**  
Major Miles elected to make a verbal speech. He prefaced his remarks by quoting Section 40 of the Army Act to the effect that before a person could be convicted on charges of negligence, it would be necessary to prove that such negligence had been wilful and culpable and was a prejudice to the good order and discipline of the battalion. The defence had brought to light many facts which he would refer to later, but it was of vital importance that the Court should understand that

"Justice was at stake, and there could be no half measures."

**No Help Given**  
Accused was Senior Major and had been P.R.I. on two previous occasions. In spite of the fact that he was Senior Major, his opinion had never been consulted. The Court must therefore consider the effect this had on the accused's mind, and also the difficulty under which accused had to work. Even when the battalion arrived in Hong Kong, accused had been given no help in regard to his duties as P.R.I. He had to carry on from the experience he had had and also from what he had been told by the outgoing P.R.I.

**Only an Error of Judgment**  
Shortly after the battalion arrived here, accused's confidential

## SHORTAGE OF RAIN IN ENGLAND

OFFICIAL FIGURES

THE METEOROLOGICAL OFFICE SERIOUSLY CONCERNED

SIX MONTHS' DEARTH

London, Yesterday. The shortage of rain during the past six months is causing concern in certain parts of England and Wales. The Meteorological Office of the Air Ministry points out that the decided deficiency, during the winter months from December to February, was most serious from the point of view of water supply, for it is the rainfall of these months which percolates through the soil and maintains the springs and rivers.

London and Birmingham received only half their normal rainfall amounts in this period, and in Montgomeryshire, Radnorshire and Kent the rainfall was between 30 and 39 per cent. of normal. Only 2.7 inches of rain fell at Margate (Kent) during the first five months of the year and 2.86 inches at Shoeburyness (Essex). Even at Seahwaite (Cumberland) one of the wettest places in England, where 24.15 inches were registered the rainfall was only 47 per cent. of the average.—British Wireless Service.

### OTHER PEOPLE'S MONEY

Mr. Ernest Arthur Coulson, of No. 11, Clifton-road, London, who died on November 7, 1923 (net estate in Britain) \$14,940-12-8. Hong Kong estate: \$2,200.

Mr. Ip Chun (alias Ip Wing-chun), owner of rickshaws for public hire, No. 7, Gresson-street, who died on May 11, 1929, leaving the estate to his son, with his mother and wife as executrices: \$4,700.

The wedding took place at St. Andrew's Church, Penang, the Rev. R. S. Stewart officiating, of Mr. Leonard William Godwyn, assistant with Messrs. Pritchard and Co., Penang, and Miss Jesse Millicent Brown, who arrived from Home by the "Khiva". The bride was given away by Mr. L. R. Tofield. Mrs. Tofield was matron of honour and the best man was Mr. David Stirling.

not "crossed," would have helped Hendry very much.

**Not in Regimental Orders**  
Defending Officer then referred to the extra duty payments to men. He said that it was not the accused's duty to pay such men personally. It was in following the custom that he trusted his clerk to make such payments. Men detailed for extra duties and for which they would get extra payment were not posted in Regimental Orders. Again, the accused got no help from that source, and it would have been of great assistance to him if such names were posted in Regimental Orders.

As to the billiards takings, it was a most difficult problem and had always been dependent on the honesty of the markers.

### Purposely Withheld

Dealing with the correspondence and outstanding bills, Major Miles submitted that all the letters referred to had been purposely withheld from the accused.

He referred the Court to a letter addressed to Major Lake from Gale and Polden. Therein it was said that a bill had been enclosed for the P.R.I. and that Major Lake had admitted under cross-examination that the letter also contained bills for other things, supplied which did not belong to the P.R.I.

As to why no stock had been taken by the P.R.I., Major Miles said that it was not his duty to do so, and that even if he had, he would not have discovered anything wrong. The books were so but the Audit Board was deceived in the first instance.

He reminded the Court that the extra things in stock were discovered three weeks after Hendry had been found out, when it was known that it would not be of any use to conceal things further.

### The Secret Pamphlet

The secret pamphlet which had figured so prominently in the trial was referred to by Major Miles.

## PROBLEM OF WATER DISTRIBUTION

HEAVY COST

FLEET OF TANKS OUT OF THE QUESTION

MORE STREET FOUNTAINS

Official attention is still being concentrated on the question of distribution as well as supply of water. Delivery to the pumping stations from tankers thence to the mains of the Colony does not contain the attractive possibilities held out in some quarters. Even if it were possible to get a tanker of 10,000 tons per day that would only bring 2 1/4 million gallons daily as against an average consumption of 3,000,000 gallons. The cost of one tanker daily would involve a cost of half a million gallons a month—which, of course, is out of the question.

### Occasional Tanker

What it is hoped by the authorities to do is to get a tanker now and again when it is known that they are coming this way and get them to discharge into Tytam Tuk. That is not to say, however, that it would be possible to give distribution of that water to houses straight away owing to the great need for conservation against the coming winter months—as pointed out in the "China Mail" yesterday.

It would require ten tankers to perform the service of supply required, and the cost of these would be half a million dollars a month, apart from the cost of water and incidental expenses. That idea therefore, must be ruled out of consideration.

### Wangmum Water

It is still hoped to get small coasting steamers to bring down water from Wangmum, but they would have the advantage of being able to go round to Tytam Tuk in practically all kinds of weather—as in the case of a tanker—whereas the lighters could only round in fair weather. The small tanker Fu Kwang, for instance which has made her first visit to Wangmum for water, is shallow draught, and can go round to Tytam Tuk in any weather not a gale, and coastal steamers can do likewise.

### More Fountains

It is learned that the number of street fountains will be increased. On the low level a metered supply is being given six hours a day. The street fountains give only a comparatively small amount owing to the long queues. There are, it is stated, 100 more fountains in stock and when these are installed it will be possible to cut down the hours of supply from Tuesday next. Official notice to this effect will naturally be published in due course in the "China Mail."

### AT THE FOUNTAINS

Woman Who Should Have Set Example

"So you are related to a clerk in the C.S.O. are you? That makes it more your duty to set an example to other people," said Mr. E. W. Hamilton, at the Central Magistracy this morning, in discharging with a caution a Chinese woman who was charged with causing an obstruction with two water buckets at a water fountain in West Point.

Divisional Inspector Bloor told the Magistrate that in order to make sure that no one took more water than he was entitled to, the district watchmen on duty at the fountains in West Point have been in the habit of numbering the water tins in pairs. At this particular fountain the tins were numbered from 1 to 312.

The accused had already filled her tins and taken the water home. When she returned, the tins numbered 300 were being filled and she insisted in placing her buckets in front of those waiting to fill after No. 300. The Inspector added that the accused's son was a clerk in the C.S.O., and perhaps on account of that she thought that she could do as she liked.

It was true that at the time there were only six other people waiting to get their water, but it was also getting late and the time for shutting off the water was approaching, so that the accused was not giving the others a fair chance.

His Worship remarked that it was a wise idea to number the buckets, but when a person was charged with obstruction, the question of priority might arise. Therefore he suggested that in such cases in future the Police should charge

## YEN REALLY GOING

BUT TENSION IN NORTH NOT EASED YET?

NANKING'S DIFFICULTIES

Shanghai, Yesterday. To observers of Northern politics, the strained relations between Chiang Kai-shek and Feng Yu-shiang are by no means eased although Feng's retirement seems to have become a fact. It seems that the National Government must face considerable difficulties in dealing with the Kuomintang, that portion of which remain loyal to Feng being estimated at about 200,000 men, despite the reported withdrawal of General Han Fu-chu, Shih Yiu-san and Ma Hung-kwei.

General Yen Hsi-shan's intended simultaneous retirement is arousing some suspicion in Nanking political circles. Yen's repeated declarations of retirement and of his allegiance to the National Government

### FINE GENERALLY

To-day's weather report from the Royal Observatory States: The anti-cyclone remains to the east of Japan.

Pressure is relatively low over N. China and the Philippines.

Forecast:—S. E. or variable winds, moderate; fine generally.

ment can be interpreted to show that he really had difficulties with Chiang Kai-shek, under the surface.

### No Desire to Fight

That Yen had no desire to open hostilities against Feng Yu-shiang in favour of Chiang Kai-shek is apparent and it also seems that he does not wish for conflict against Chiang Kai-shek, so long as he remains in office in Shansi; and, as a result of this feeling, comes his request that his retirement be accepted.

It is, therefore, to be inferred that Yen Hsi-shan's journey abroad will materialize.—Nan Chung Kuo News Service.

### Yen's Declaration

Shanghai, To-day. Yen Hsi-shan, in a cable to the National Government, has set forth his profound intention to retire from military and civil service, and has also requested that his retirement be accepted by the Government so that he might join Feng in his trip abroad.

He said that as the Revolution has now been completed, it is necessary to maintain the unification of politics, military service and finance throughout the nation as this is the keystone towards the road of national construction.

As he had some time ago issued a declaration stating that as soon as the Revolution is completed, he would retire from military and civil service in the North-western provinces in order that the National Government might appoint able men to fill his various offices, he must now carry out his statement.—Nan Chung Kuo News Service.

[Earlier news on page 7]

1929 rainfall 14.37 inches.  
Average 37.38 inches  
Deficit 23.01 inches

### DON'T WASTE WATER!

the offenders with disorderly conduct instead of obstruction. Accused was discharged.

### A Prayer for Rain

O Lord, in mercy hear the anguished cry.  
The walls of many thousand suffering souls  
Pity the poorest who don't yet know why  
They are compelled to fight for liquid drops.

With thick, black clouds, O Lord! enshroud our sky.  
As in the happy past full many a time  
Not those water bearers pass us by  
But pour their streamlets from the heights sublime.

Or grant us something just like Moses' rod  
That we may tap the rock's unending store.  
For we have faith in thirsty Israel's God—  
Others delude us grossly as of yore.

—YAN-PROU LEE

## BUNNY AUSTIN STILL WINNING

WIMBLEDON STARS

ANOTHER SURPRISE VICTORY FOR BRITAIN

NIGEL SHARPE THE HERO

"Bunny" Austin, Britain's hope in the lawn tennis championships at Wimbledon, won again yesterday (the third day): His victim was Brugnon, one of France's "big four" and the 22 years old Briton won in straight sets!

Tilden and Hunter (the American pair) were nearly defeated in the first round of the men's doubles.

There are five Britons in the last sixteen in the men's singles. One of these is Nigel Sharpe, about whose victory over H. L. de Morpurgo (Italy's champion) Reuter says:—

"The much heralded signs of improvement in British tennis materialised for the second time."

Further progress has been made with the events in which ladies are taking part, although there has been no outstanding surprise.

### Last Sixteen

The last sixteen in the men's singles are:—  
W. T. Tilden (America),  
W. Allison (America),  
H. Cochet (France),  
M. Boussus (France),  
H. W. Austin (Britain),  
Dr. J. C. Gregory (Britain),  
J. Borotra (France),  
Nigel Sharpe (Britain),  
de Kehriling (Hungary),  
Hennessey (American),  
H. Timmer (Holland),  
Landry (France),  
Jan Kozeluh (Czechoslovakia),  
C. H. Kingsley (Britain),  
J. S. Oitz (a former junior champion of America),  
G. Lott (America).

### Ladies Left In

Those in the last sixteen of the women's singles include:—  
Miss Helen Wills (America) holder,  
Miss Eileen Bennett (Britain),  
Mrs. Bundy (America),  
Fraulien Cilly Aussem (Germany),  
Mrs. Covell (Britain),  
Miss Helene (South Africa).

### How They Fared

London, Yesterday. The weather was glorious today, it being the third day of the tournament. The attendance numbered 10,000 and the scene was a brilliant one when the first match of the day was played on the centre court between Tilden and Dr. Prent of Germany.

### Men's Singles (3rd round)

H. Cochet (France) beat Rogers (a member of the Irish Davis Cup team) 6-7, 6-0, 9-7, 4-0, 6-3.  
M. Boussus (France) beat Wilbur Coen (America) 6-1, 10-8, 7-5. This was an interesting match, the loser being Tilden's young protégé.

H. W. Austin (Britain) beat J. Brugnon (France) 6-3, 6-4, 6-0. In the 2nd round, Austin beat F. T. Hunter of America, one of the "seeded" players, i.e., one of those who had been put in different parts of the draw to obviate the best of the draw in the earlier rounds.

Dr. J. C. Gregory (Britain) beat R. Rodel (France) 6-0, 6-2, 6-4, 6-0.  
J. Borotra (France) beat O. G. N. Turnbull (Britain) 6-2, 6-1, 5-7, 6-4.  
Nigel Sharpe (Britain) beat H. L. de Morpurgo (Italy) 6-2, 6-4, 4-6, 6-2. The loser was another "seeded" competitor.

de Kehriling (Hungary) beat L. Raymond (the last of the South African survivors) 6-3, 7-5, 6-3.  
Hennessey (America) beat Frowen 6-2, 6-1, 7-5.

H. Timmer (Holland) beat R. de Buzele (France) 2-6, 4-6, 6-3, 6-2, 6-3.  
Landry (France) beat Les (Belgian, champion of Kent) 5-7, 4-6, 6-4, 6-2, 6-3.

Jan Kozeluh (Czechoslovakia) beat Cecil Campbell (Ireland) 6-3, 6-4, 6-2.  
C. H. Kingsley (Britain) beat Wetzel (Germany) 6-3, 4-6, 6-3, 6-0.  
J. S. Oitz (a former junior champion of Britain) beat Perry (Britain) 6-4, 6-2, 2-6, 6-3.

G. Lott (America) beat Bonzi (Italy) 6-0, 6-1, 6-3.  
W. T. Tilden (America) beat Dr. Prent (Germany) 6-0, 6-0, 6-6. The loser had a severe high-kicking service.

W. Allison (America) beat J. D. P. Wheatley (the British Davis Cup player) 6-1, 6-1, 6-1.

### Men's Doubles (1st round)

W. T. Tilden and F. T. Hunter (America) beat Robbins and Malcolm (South Africa) 6-2, 4-2, 4-5, 3-6, 6-0. The Americans narrowly escaped, and the match was one of the titbits of the day.

### Women's Singles (2nd round)

Sofortia Lili de Alrover (Spain) beat Madame Serpieri (Italy) 6-2, 6-2.

## FOUR HOURS' WATER FROM TAPS?

AUGMENTING IDEA

QUESTIONS ABOUT TYTAM TUK AND PUMPING

COUNCIL OFFICIAL REPLIES

One aspect of the water shortage in Hong Kong that has attracted much careful attention is the possibility of augmenting the quantity in storage in reservoirs by the obvious but complicated system of pumping into the reservoirs water brought here from other places. This is of special concern to the Chinese, the majority of whom have not had water from taps in their houses for several months. Once water can be "poured" into the reservoirs, it might be possible to resort to the rider mains again and give a time-restricted supply through the taps—as well as through taps of houses with meters supplied from the mains.

In this connection, the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., one of the Chinese members of the Legislative Council, asked (pursuant to notice) at to-day's meeting of the Legislative Council, a series of questions.

With reference to the statement made by the Honourable Director of Public Works at the last meeting of this Council that the scheme of pumping water from tankers to the Tytam Tuk Pumping Station was found to be feasible, and that preparation was being made for laying the necessary pipes connecting the Pumping Station with a pier to be erected in Repway, will the Government state:—

- (1) Whether it considers it advisable forthwith to proceed with the scheme on a scale which will permit a direct supply to all houses in the city for, say, four hours a day, leaving the street-fountains and other subsidiary supplies to augment this direct supply;
- (2) What is the estimated cost of such a scheme;
- (3) Whether the Government has considered any method other than the use of tankers for conveying water to feed the Tytam Tuk Pumping Station for this purpose;
- (4) If not, whether the Government will consider the suggestion of utilizing, for the purpose of this scheme, the expected supply of three million gallons a day from Wangmum to be conveyed by lighters, at an estimated cost of \$200,000 a month.

### Government Replies

The Government's replies were as follows:—

(1) Preparations for the scheme for connecting a Tanker supply with the Tytam Tuk Pumping Station are in hand but it is not considered feasible to proceed with the scheme on the scale suggested, owing to the difficulty and expense of obtaining a sufficient number of Tankers to maintain a supply from this source.

(2) A 10,000 ton Tanker would be capable, after the necessary construction work at Tytam had been completed, of delivering 2 1/4 million gallons a day into the Pumping Station. In order to provide a daily supply of 10 such Tankers would be needed and it is estimated that apart from the actual cost of the water obtained, such a scheme would involve expenditure of not less than \$500,000 a month. The Government considers expenditure at this rate to be beyond the financial means of the Colony.

(3) and (4) Yes. Suitable Tankers occasionally pass through Hong Kong and the Government proposes when such an opportunity offers to utilize their services to bring water from Shanghai or elsewhere for delivery into Tytam Tuk Pumping Station. The necessary works at Tytam Tuk to make this possible will cost approximately \$30,000 and orders have been given to proceed with this work. Government is also considering the possibility of passing the water obtained from Wang Mun by small Tankers and lighters through the Tytam Tuk Pumping Station; but the matter is one of considerable difficulty and is not sufficiently advanced to enable a final decision to be given. In any case the scheme must await the completion of the pipe-line and connected works now in hand at Tytam Tuk. The works are expected to be completed in about three weeks. While the scheme now in contemplation will it is hoped enable the water stored in the Reservoirs to be conserved it is unlikely that sufficient water could be made available through the Pumping Station to enable the existing system of distribution to be materially improved.







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FOR SALE.—Buick Car 1927 Model. Very good condition. Apply Box No. 608, c/o "China Mail."

FOR SALE.—"Barkers" Sai Wan. A fine 4-roomed Bungalow with large Garden. Excellent Bathing facilities. Ideal place for Summer Hotel. For full particulars apply Box No. 595, c/o "China Mail."

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M. MANUK,  
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Hong Kong, June 25, 1929.

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Public Works Department, by  
Order of His Excellency the Gov-  
ernor, of one Lot of Crown Land  
at Prince Edward Road, Kow-  
loon, in the Colony of Hong  
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ernor, of one Lot of Crown Land  
at Mong Kok Tsui, in the  
Colony of Hong Kong, for a  
term of 75 years, with the option  
of renewal at a Crown Rent to be  
fixed by the Surveyor of His Majesty  
the King, for one further term of 75  
years.

**PARTICULARS OF THE LOT.**

| No. of Sale. | Locality.               | Boundary Measurements.                      | Containing in Square Feet. | Annual Rental. | Upper Price. |
|--------------|-------------------------|---------------------------------------------|----------------------------|----------------|--------------|
| No. 102.     | Kowloon, Mong Kok Tsui. | N. 100 ft. S. 100 ft. E. 100 ft. W. 100 ft. | 40,000                     | \$4,000        | \$10,000     |

**BEST COAL & CHEAPEST PRICE**

**KWONG HANG & CO.**

Tel. C. 2736.

43, Des Voeux Road Central.

Government and Admiralty Coal Contractors.

**HOUSE COAL**

Peak ..... at \$23.00 per ton.  
Upper Level ..... \$22.00 "  
Middle Level ..... \$21.00 "  
Central Office ..... \$20.00 "  
Kowloon ..... \$17.00 "

The above prices include deliv-  
ery charges to destination.

**CHAIN BLOCKS**

SCREW

WORM GEARED

WESTON

1/2, 1, 1 1/2, 2, 3, 4, 5, & 6 TONS.

**A. MING & CO.**

105, Des Voeux Road Central  
(Opposite Central Market).

Tel. C. 6147.

**BOTANIC GARDENS**

SUPERINTENDENT'S REVIEW  
OF THE YEAR

**WEATHER FAVOURABLE**

The report on the Botanical and  
Forestry Department for the year  
1928 states:—

The weather throughout the whole  
year was very favourable for both  
gardening and forestry operations,  
the fourth quarter was exceptionally  
dry and sunny and winter-flowering  
shrubs, trees and annuals were much  
better than during the past few  
years.

Typical signals were hoisted on  
only two occasions during the year  
and no damage was done to either  
plantations or roadside trees by  
gales which usually destroy large  
numbers of young trees during the  
latter part of the year.

The rainfall for the year was  
80.89 inches in 138 days as against  
120.12 inches on 176 days in 1927.

Gardens, Parks and Grounds  
Botanic Gardens.—A granite  
memorial in the shape of a Pai Lau  
was erected at the top of the main  
entrance steps in the Old Garden by  
the Imperial War Graves Commis-  
sion in memory of the Chinese in  
the service of the British Govern-  
ment who died through enemy  
action during the Great War 1914-  
1918.

Two rockeries were removed to  
make room for the memorial.  
A very large specimen of *Baniana*  
(*Pinus retusa*) adjoining the Azalea  
terraces, which was one of the oldest  
trees in the gardens, died and was  
removed.

Grass Caterpillars (*Thilidea*  
*signifera*) made their appearance on  
lawns during the autumn; they were  
destroyed by dressings of diluted  
Jeyes Fluid, the dressings are most  
effective when applied at night.

The outhouses in the nursery yard  
were accidentally destroyed by fire  
on October 11; prompt action by the  
clerical staff prevented the fire from  
spreading to the office.

A portion of the aviary was re-  
paired by the Public Works Depart-  
ment and all woodwork in one  
section was replaced by concrete.

Three concerts were given on the  
lower terrace of the Old Garden dur-  
ing the year by the Band of the  
King's Own Scottish Borderers.

**Sale of Trees**

The total number of trees, shrubs  
and plants sold during the year was  
1,886.

Government House Grounds.—A  
number of *Chrysoidocarpus luteus*  
were planted to form a screen on  
the east side of the guard house.

Tennis lawns were regularly  
watered during the dry season and  
were further given such attention  
as they required, grass banks were  
regularly cleared of undergrowth.

The whole of the interior of the  
house was decorated on June 4 the  
occasion of the Birthday of His  
Majesty the King, portions of the  
house were decorated on several  
other occasions during the year.

Mountain Lodge Grounds.—A  
number of young trees of *Cupressus*  
*macrocarpa*, *Cunninghamia sinensis*  
and *Casuarina equisetifolia* were  
planted in various portions of the  
grounds to replace those destroyed  
by the gale during the previous year.

Lawns were given such attention  
as they required and the valley was  
cleared of undesirable undergrowth.

**Colonial Cemetery**

Colonial Cemetery.—A number of  
*Chrysoidocarpus luteus* were  
planted as a screen near the care-  
takers' quarters.

The grass plots on either side of  
the central walk were planted with  
a row of *Phoenix Roebelinii*.

A number of trees overgrowing  
and likely to cause damage to head-  
stones were removed.

All grass plots and banks were  
given such attentions as they re-  
quired.

Kowloon Hospital Grounds.—The  
extensive grounds of this hospital  
were taken over by this Department  
in January.

The major portion of the grounds  
were laid out as lawns and grass  
slopes, and in suitable areas flower-  
ing shrubs and Palms were planted;  
owing to the force of the wind  
which blows across the grounds dur-  
ing the greater part of the year the  
flowering shrubs have not grown  
well.

Bamboo hedges were planted to  
act as screen between the various  
blocks of quarters.

A row of shade trees (*Aletris*  
*triloba*) was planted by the side of  
the main approach road.

Queen's Gardens.  
Children's Playground, Queen's  
Gardens.—The lawn at the west end  
of Queen's Gardens was taken over  
by this Department in January and  
maintained as playground for use of  
children of occupiers of the adjoin-  
ing Government Quarters.

Blake Garden, West End Park,  
King's Park, Civil Hospital, Lunatic  
Asylum, Senior Officers' Quarters,  
Leighton Hill, Indian School, Volun-  
teer Headquarters, Statue Square  
Plots, Victoria Hospital, Homestead  
Quarters, Government Pavilions and  
Villas, Royal Observatory and Kow-  
loon Magistracy. The grounds or  
such portions of them as are under  
the control of this Department

were kept in order during the year,  
additional planting of trees was  
carried on, grass lawns, banks, trees  
and shrubs were given such atten-  
tion as they required.

Statue Pier.—The pier was de-  
corated with pot plants several  
times during the year on the occa-  
sions of the landing of persons  
paying official visits to the Colony.

The Eyrie.—The grounds were  
maintained by this Department up  
to July 5 when it was handed over  
to the Public Works Department.

Herbarium and Library.—  
Since the treating of the interior  
of the building with Hydrocyanic  
Gas by the Government Analyst in  
June 1927, no live insects have been  
found among the books and plant  
specimens.

Plant specimens of botanical in-  
terest and economic value were  
identified for local collectors and col-  
lectors outside the Colony, dried  
plant specimens were supplied to  
various institutions outside the  
Colony.

Facilities for study were afforded  
to visiting botanists who passed  
through the Colony, from time to  
time.

**Forestry**

Formation of Pine Tree Planta-  
tions.—The number of *in situ* sow-  
ings of seed of *Pinus Massoniana*  
amounted to 196,000 during the  
year, the areas which were re-  
afforested by this method were  
Mount Collinson, West Bay, Stanley  
Catchwater, Pokfulam Valley, Kow-  
loon Bay, Castle Peak, Shek Li Pui  
Reservoir area, Kowloon Tsai, Tai-  
Po Forestry Reserve and Ping Shan.

On suitable areas a total of 1,666  
pounds of *Pinus Massoniana* and 155  
pounds of *Leucaena glauca* were  
sown by the broadcast method.

Broad-leaved Trees Planted.—  
Groups of the following trees were  
planted in the most suitable areas  
in the Colony, the major portion of  
such work being carried out in  
Tai-fo Forestry Reserve and Mount  
Collinson Prohibited Area:—*Acacia*  
*confusa*, *Acacia pennata*, *Bischofia*  
*javanica*, *Leucaena glauca*, *Spondias*  
*lutea*, *Sapium sebiferum*, *Aleurites*  
*Fordii*, *Erythrina*, *Crista-galli*,  
*Gleditsia australis* and *Adenan-*  
*thera intermedia*.

Miscellaneous Planting.—The  
planting of trees on roadsides and  
vacant plots to replace those killed  
by the severe gales of 1927 was car-  
ried on up to the end of the year.

On banks which are not allocated  
as playing fields in King's Park  
203 mixed flowering trees and  
shrubs and 760 creepers were  
planted, serious damage was done to  
trees, shrubs and creepers by goats  
which are from time to time grazed  
in the Park.

On the low hills adjoining Fan  
Ling golf course 500 mixed trees  
were planted.

The open space adjoining Tai-fo  
Market was planted with *Baniana*  
cuttings, all were doing well at the  
end of the year.

Felling of Trees.—In connection  
with traffic requirements large shade  
trees were removed from the fol-  
lowing areas:—Canton Road, Kow-  
loon, adjoining Naval Hospital,  
Queen's Road East, Wood Road,  
Wanchai, Nathan Road, Kowloon.

Fellings of Pine and wild trees  
were carried out in areas damaged  
by fire and in connection with the  
development of building sites and  
extension of roads.

Undergrowth Clearing.—The total  
area cleared in connection with anti-  
malarial measures amounted to  
5,810,345 square feet, for other pur-  
poses such as cutting of traces for  
surveys, nullah training, road mak-  
ing and other public improvements  
the areas cleared amounted to  
1,083,225 square feet.

Insect Pests.—Pine Tree Cater-  
pillars (*Dendrolimus punctatus*)  
made their appearance in large  
numbers during the early months  
of the year in many parts of the  
Colony, the usual method of destruc-  
tion by collection and burying was  
carried out and a total amount so  
dealt with amounted to 14,505  
pounds.

Protecting Plantations.—All fire  
barriers were cleared before the  
commencement of the dry season, in  
Tai-fo Forestry Reserve a new  
section of barrier three miles in  
length was made, at Mount Collin-  
son Prohibited Area the barrier  
undoubtedly saved the majority of  
the young trees in the area from  
total destruction.

During the year 68 fires occurred,  
no very serious damage was done to  
Pine plantations, the majority of the  
fire appeared to be caused by the  
careless dropping of lighted matches  
or tobacco; one man was apprehend-  
ed at Wanchai Gap on February 17  
in the act of deliberately setting fire  
to grass and young trees, he was  
subsequently convicted and impris-  
oned.

Twenty-five of the fires occurred  
on the days of the Ching Ming and  
Chung Yeung Festivals, eleven of  
these number commenced in cemeteries  
and were due to careless

**LADIES' and  
GENTLEMEN'S  
BATHING  
COSTUMES**  
of superior Quality  
"OCEAN" "VIKING"  
"HOLLYWOOD"  
in a great variety of colours.  
All moderately priced.

**THE BAKILLY CO., LTD.**  
153-155, Des Voeux Road Central.

**HONG KONG HOTEL**  
SPECIAL ATTRACTION.

**BO DIDDLE**  
Comedian and Dancer  
Star of Jack Carter's Serenaders will give  
A SPECIAL CABARET ENTERTAINMENT  
during Dinner Dance in the  
**ROOF GARDEN**  
on  
TUESDAY, June 25th.  
WEDNESDAY, June 26th.  
THURSDAY, June 27th.  
FRIDAY, June 28th.  
\$4.00 including Dinner.  
Reservations may be made at the Reception Office or by  
Telephone C. 2581.

THE HONGKONG & SHANGHAI HOTELS, LTD.

handling of fire-crackers or sacri-  
ficial papers.

During the driest seasons of the  
year a continuous watch was main-  
tained for plantation and grass fires,  
a senior forester was on duty at the  
office telephones on all holidays and  
Sundays, and by this means a lorry  
and foresters could be sent out to  
the scene of the fires within a few  
minutes of a telephone report being  
received.

Prohibited Area.  
Mount Collinson Prohibited Area.  
The prohibition of entry to this  
area in order to prevent damage to  
the trees contained in it has so far  
been successful and has undoubtedly  
saved large numbers of trees from  
being destroyed by theft and fire,  
there were no prosecutions in re-  
spect of unauthorised persons enter-  
ing the area and the only damage  
during the whole year was a very  
small amount of grass-cutting and  
one case of petty damage to the iron  
notices.

Forest Guards Service.—The total  
number of persons, arrested and  
charged with forestry offences dur-  
ing the year was 281 as against 355  
in the preceding year, of these 248  
were fined or imprisoned, 25  
cautioned, 6 were discharged and 2  
bound over.

Seven persons who were convicted  
of a second and in some cases of a  
third or fourth forestry offence  
were banished during the year,  
during 1927 fifteen persons were  
banished for similar offences, the  
absence of these persons from the  
Colony has undoubtedly had the  
effect of preserving many valuable  
trees which were constantly being  
felled and sold as firewood.

Two contractors paid compensa-  
tion for damage to trees in planta-  
tions, the first the sum of \$50 in  
respect of damage caused by in-  
authorised removal of earth, the  
second \$100 in respect of damage  
caused by careless removal of  
boulders.

New Year Flower.  
The notices which are posted in  
all parts of the Colony prior to  
Chinese New Year appear to be  
bringing about the desired effect of  
lessening the heavy damage to the  
Chinese New Year Flower (*Eukalia*  
*quinquefolia*), damage to this  
beautiful flowering shrub was much  
less than during the past several  
years.

Forest Service Paths.—The ex-  
tension of the path, which will  
eventually give access to all parts  
of Tai-fo Forestry Reserve was in  
progress at the end of the year, all  
old paths were given such attention  
as they required.

Forestry Licences, New Terri-  
tories.—Fees collected during the  
year amounted to \$3,734.92 as  
against \$4,099.70 in 1927.

Agriculture, Etc.  
The New Territories Agricultural  
Show, which was held for the first  
time in December 1927, was not re-  
peated during 1928 as it was found  
that better results could be obtained  
by holding the show early in  
January in the following year.

The cultivation of foreign veget-

ables is still on the increase in many  
parts of the Colony.

Inspection of Nursery Stock and  
Vegetable Products.—Thirteen  
consignments totalling 17,340 bulbs of  
*Narcissus tazetta* were inspected  
and passed for export



**DODWELL & COMPANY, LTD.**

FOR NEW YORK AND BOSTON via SUEZ.  
M.V. "MUNCASTER CASTLE" Sails on or about 10th July.

**LLOYD TRIESTINO**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

**PASSAGE RATES.**

BRINDISI, VENICE & TRIESTE £75.0.0.

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOI.

From Hong Kong.

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HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "VENEZIA" Sails on or about 30th June.  
S.S. "NIPPON" Sails on or about 13th July.  
S.S. "TIMAVO" Sails on or about 23rd July.

**NATAL LINE OF STEAMERS**

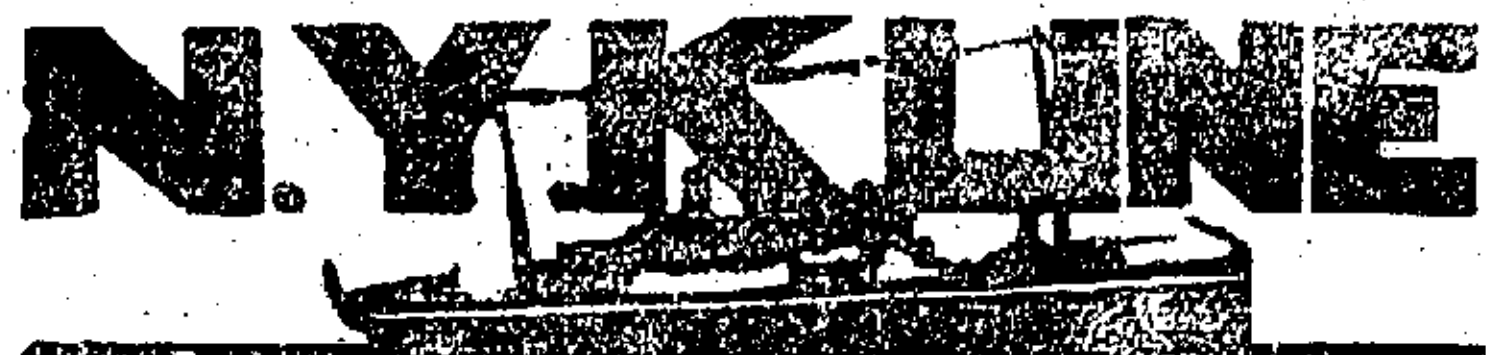
FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 3rd August.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—

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THROUGH BOOKING TO EUROPE AT REDUCED RATES,  
£120, £112, £110, £102, £83, via San Francisco.  
£95, £90 10s. via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SHINYO MARU Sails Wednesday, 10th July.  
SIBERIA MARU Sails Wednesday, 24th July.  
SEATTLE, VICTORIA via Shao ghai & Japan Ports.  
YOKOHAMA MARU Sails Monday, 1st July.  
MISHIMA MARU Sails Monday, 29th July.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
KASHIMA MARU Sails Saturday, 20th June.  
HAKONE MARU Sails Saturday, 18th July.  
SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU Sails Wednesday, 24th July.  
BOMBAY via Singapore, Penang, & Colombo.  
TOTTORI MARU Sails Thursday, 27th June.  
AWA MARU Sails Thursday, 11th July.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
ANYO MARU Sails Tuesday, 9th July.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
KAMAKURA MARU Sails Tuesday, 9th July.  
NEW YORK, Boston, Havana via Panama.  
TATSUNO MARU Sails Thursday, 4th July.  
LIVERPOOL via Port Said, Constantinople, Genoa.  
DURBAN MARU Sails Saturday, 20th July.  
CALCUTTA via Singapore, Penang & Rangoon.  
YAMAGATA MARU Sails Saturday, 29th June.  
GENOA MARU Sails Monday, 8th July.  
SHANGHAI, KOBE & YOKOHAMA.  
MALACCA MARU (Kobe direct) Sails Sunday, 30th June.  
TAMBA MARU Sails Sunday, 30th June.  
(Cargo only.)  
Reduced 1st Class Excursion Rates quoted between Manila and Australia.  
For further information apply to—NIPPON YUSEN KAISHA.  
Tel. Central No. 262 and 3897. (Private exchange to all departments.)

**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombo, Suez and Port Said.  
ALTAI MARU Sails Friday, 12th July.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,  
Colombo, Durban & Cape Town.  
MANILA MARU Sails Thursday, 27th June.  
MONTEVIDEO MARU Sails Tuesday, 30th July.  
BOMBAY—Via Singapore & Colombo.  
CHEUKU MARU Sails Thursday, 4th July.  
SHUNKO MARU Sails Friday, 19th July.  
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR  
& MOZAMBIQUE—Via Singapore & Colombo.  
PANAMA MARU Sails Sunday, 7th July.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
TACOMA MARU Sails Tuesday, 2nd July.  
BORNEO MARU Sails Thursday, 18th July.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from  
Shanghai.  
ARIZONA MARU (From Shanghai) Sails Monday, 16th July.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
BURMA MARU Sails Thursday, 4th July.  
HAI PHONG—Via Hongkong & Pakhoi.  
MENADO MARU Sails Thursday, 27th June 10 a.m.  
NEW YORK—Via Japan ports, San Francisco & Panama.  
HAWAII MARU Sails Wednesday, 17th July.  
JAPAN PORTS.  
KASADO MARU Sails Tuesday, 9th July.  
AMAZON MARU Sails Tuesday, 9th July.  
BATAVIA MARU Sails Sunday, 14th July.  
KEELUNG—Via Swatow & Amoy.  
HOZAN MARU Sails Sunday, 30th June 3 p.m.  
CANTON MARU Sails Sunday, 7th July 3 p.m.  
TAKAO—Via Swatow & Amoy.  
DELI MARU Sails Thursday, 4th July, noon.  
TAKAO & KEELUNG.  
BATAVIA MARU Sails Sunday, 14th July.  
For further particulars please apply to—OSAKA SHOSEN KAISHA.  
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

**SHIP ELECTRICITY**

EQUIPMENT OF M.V.  
"RANGITIKI"

**G.E.C.'S CONTRACT**

In the contract for the electrical  
equipment of the M.V. "Rangitiki,"  
the General Electric Co., Ltd., was  
allocated a very large share involving  
much heavy electrical plant,  
electric lamps and fittings, fire alarm  
and bell equipment, as well as all the  
various types of cable used through-  
out the installation.  
One important section of the con-  
tract for electrical equipment covered  
electric motors and switchgear.  
In all there are upwards of 120  
G.E.C. "Wittor" motors installed for  
operating engine room auxiliaries,  
deck machinery, steering gear, boat  
davits, ventilating fans, &c. The  
switchgear includes main switchgear,  
emergency board, mine auxiliary  
boards, refrigerating machinery board,  
also the motor control gear much of  
which is of the automatic contactor type.

The motors range in individual out-  
put from those of 150 h.p. to  
drive Raywell compressors to those of  
1 h.p. driving small Winsor fans.

**Control of Motors**

Perhaps the greatest interest  
centres in the control of the motors.  
This presents many interesting  
features. The type of starting and  
controlling used has been carefully  
considered in relation to the "special  
service" demanded. Thus, the 24  
winches are each controlled by a  
master controller which actuates a  
contactor panel; and the acceleration  
of the winches takes place under  
current limit control, which  
safeguards the equipment from over-  
load while allowing high speeds to  
be obtained when running light. A  
special relay is provided to prevent  
damage from premature closing of  
contactors or tripping reversal in  
order that extra heavy loads may be  
dealt with, certain of the winches are  
arranged to be coupled in pairs and  
controlled from one master controller.

Similar, but larger equipments,  
mounted below deck, actuate the two  
after-captains and the wing-lifts.  
The numerous fans are driven by  
"Wittor" motors of from 1 to 5 h.p.,  
which are remote controlled by auto-  
matic contactor starters mounted be-  
low deck. These starters are of the  
type in which the motor's accelera-  
tion is controlled by its own counter-  
E.M.F., and the field rheostat for  
speed variation is incorporated in  
the same case.

In the smaller sizes the various  
engine-room pumps are controlled by  
starters as described above; in the  
larger sizes pillar-type starters are  
used, in which "line" contactors are  
employed in conjunction with hand-  
operated drum switches. The usual  
overload and no-volt protection is  
furnished, and the motor's accelera-  
tion is controlled by its own counter-  
E.M.F., and the field rheostat for  
speed variation is incorporated in  
the same case.

The two Hele-Shaw pumps of the  
steering gear, which are driven by  
50 h.p. motors, are controlled by time  
limit starters. The pumps may be  
arranged to be started up auto-  
matically by remote control from the  
engine-room switchboard, from the  
bridge, or by local control in the  
steering gear compartment itself.  
In all cases the starting is fully auto-  
matic and push button operation is  
furnished.

**Electrical Cable**

As is natural in a ship of this size  
a considerable quantity of electric  
cable is required. In all some 30  
miles of cables and wires have been  
used in the installation. The whole  
of this was manufactured and sup-  
plied by the Pirelli-General Cable  
Works of Southampton, one of the  
associated enterprises of the General  
Electric Co., Ltd. Cables of  
different types for various purposes  
are installed, including V.I.R. cables  
of special tropical grade, braided,  
lead covered and braided, and lead  
covered armoured and braided.  
Cambric insulated cable is used in  
special situations, and all cables are  
treated with special fire-resisting  
compound.

The G.E.C. also supplied all the  
electric lighting fittings for the fine  
public rooms, which were decorated  
and furnished by Messrs. Waring  
& Gillow, Ltd.  
To provide for the comfort of  
passengers when encountering hot  
weather, "Magnet" Gyro fans are  
installed. The wide elliptical sweep  
of these fans ensures that the air in  
the cabin is kept well in circulation.  
These fans are controlled by means  
of two-way switches, making it pos-  
sible to control the speed of the fan  
from each bed.

All the wiring in the cabin is con-  
cealed, and controlling apparatus,  
such as switches and bell pushes, is  
mounted flush with the bulkhead.  
Alongside each bed there is a flush  
plate with switches to control the  
lights and the fan, and a bell push to  
summon the steward or stewardess.  
In addition, by means of two-way and  
intermediate switching, the lights  
can be controlled from the entrances  
to the cabin.

**Illumination**

The equipment for providing illu-  
mination for handling cargo at night  
is specially worthy of mention.  
Twenty-four electric lamps of  
special design equipped with 500-watt  
Osram gas-filled lamps flood the  
decks and hatches with a high in-  
tensity of light. Fifty-four cargo  
portables with 100-watt Osram gas-  
filled lamps are used in the holds and  
for temporary local lighting.  
To comply with the Board of Trade  
regulations for launching lifeboats  
at night eight overside lanterns, each  
with four 100-watt Osram gas-filled  
lamps, are installed, and, in addi-  
tion, four G.E.C. "marine" type  
"floodlights" equipped with 300-watt  
Osram gas-filled lamps are provided.  
The ship is lighted throughout by  
means of "Osram" lamps. Full ad-  
vantage has been taken of the new  
simplified line of Osram lamps,  
which by reason of appearance and  
standardisation lends itself admir-  
ably for ship work. Many of these  
lamps are of the gas-filled type, and

**SHIPPING  
SECTION.**

owing to the good distribution of  
light and absence of glare produce  
very satisfactory illumination.

The G.E.C. fire alarm system which  
is installed enables the alarm to be  
given from a large number of con-  
venient positions about the vessel.  
An alarm is given by breaking the  
glass mounted in front of a push-  
button, and depressing the latter,  
whereupon alarm bells sound in both  
the wheel house and the engine  
room. At each call point means are  
provided for the insertion of a hand  
telephone into the circuit, so that  
communication can be made quickly  
between the call point and the officer  
on watch.

In addition to the equipment al-  
ready referred to there are sundry  
additional items installed to assist  
in the efficient working of the ship.  
An installation of inter-communication  
telephones is provided, and a number  
of "Magnet" cleaners, both of the  
standard and the portable type, are  
carried for cleaning the carpets, up-  
holstery and hangings in the public  
rooms, cabins and alleyways.

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**LIFEBOATS' DOYEN**

DISCUSSIONS AT LONDON  
CONFERENCE

During discussions in connection  
with the proceedings of the London  
Conference concerning the Safety of  
Life at Sea, mention was made of the  
steam lifeboats which were generally  
employed some 40 years ago, when it  
transpired that the lifeboat, "Queen,"  
built by John I. Thornycroft & Co.,  
Ltd., in 1892, was still giving useful  
service on the Gold Coast.  
"This boat was famous in her early  
days as being one of the very earliest  
vessels, and probably the first lifeboat,  
to be equipped for oil firing, this  
method of steam raising being then in  
its infancy."

For many years the "Queen" gave ex-  
cellent service with her original ma-  
chinery, and some few years ago this  
was replaced by motor machinery which  
is, of course, far more suitable and oc-  
cupies so much less space in a life-  
boat.  
The "Queen" furnishes another in-  
teresting proof of the excellent mat-  
erial and workmanship so characteristic  
of Thornycroft vessels for she has now  
completed just on 40 years of satis-  
factory service, and has apparently  
many more years of usefulness before  
her.

What a contrast she makes with the  
latest R.N.L.L. lifeboat which Thorny-  
croft are now building for dealing  
with casualties to cross-Channel air-  
craft. This remarkable boat will ac-  
commodate 50 passengers, be propelled  
by two Thornycroft 12-cylinder en-  
gines of 375 h.p. each giving a speed  
of 17 knots and yet answer to all the  
requirements of a seaworthy lifeboat,  
able to proceed in any weather to the  
assistance of aircraft, which may be so  
unfortunate as to meet with disaster in  
the English Channel.

**CHINA SQUADRON**

CRUISING UP NORTH: ARRIVED  
AT CHEMULPO

The China Squadron, at present  
cruising in Northern waters arrived at  
Chemulpo on Tuesday.  
The Squadron comprises the fol-  
lowing vessels: H.M.S. "Kent" (flag-  
ship) H.M.S. "Berwick," "Petersfield,"  
"Stormcloud" and "Sterling."

**WARSHIPS HERE**

The following are the warships at  
present in harbour—  
At the Basin: H.M.S. "Tamar,"  
"Lis," and "L19."  
At the North Arm: H.M.S.  
"Bridgewater."  
In Dock: H.M.S. "Thracian" and  
"Sepoy."  
At Takao Docks: H.M.S. "Caster."  
At No. 8 Buoy: H.M.S. "Bruce."  
Foreign Man-of-War  
French Gunboat "Alerio."  
The H.M.S. "Bruce" will sail to-  
day for Wei-hai-wei.

**CONSIGNEES' NOTICES**

Consignees of cargo ex s.s. "City  
of Evansville" are reminded to take  
delivery of their goods which will be  
subject to rent after June 30.  
Consignees of cargo ex C.S.  
"Timavo" are reminded to take  
delivery of their goods which will be  
subject to rent after July 2.

**NEW SOUTH WALES**

CONSTRUCTING LARGE  
FLOATING DOCK  
ON WALSH ISLAND

The construction of a large floating  
dock for Newcastle, N.S.W., was de-  
cided upon some time ago, with a view  
to providing the Government Dock-  
yard and Engineering Works on Walsh  
Island with equipment for handling  
large vessels. Walsh Island is situat-  
ed on the Hunter River, about two  
miles from Newcastle, in the centre of  
the New South Wales coalfields. The  
dockyard and works cover an area of  
145 acres with a wharf frontage to  
the southern arm of the river of 2,000  
feet. The yard was originally equipped  
for shipbuilding and ship repairing  
in all its branches, and also for bridge  
building and general engineering.  
Owing to slackness in the shipbuilding  
trade in Australia, the major portion  
of the work undertaken in recent years  
has fallen within the latter category  
some of the more important contracts  
carried out being for railway rolling  
stock, and more particularly for all-  
steel cars. At the present time, Walsh  
Island Dockyard and Engineering  
Works employs about 2,500 men.  
There are three building berths in the  
shipyard, and two patent slips for  
ship repairs and cleaning. The slips  
are spanned by two 4-ton Arrol cant-  
lever cranes with an effective radius of  
35 ft., a 4-ton cantilever travelling  
crane, designed and built at Walsh  
Island, and two 10-ton Goliath Alliance  
travelling cranes. Vessels up to 6,000  
tons deadweight have been constructed  
in the yard in the past. It is antici-  
pated that there will be a marked in-  
crease in shipyard work in Australia in  
the next few years, and the completion  
of the new floating dock, to which re-  
ference has been made, will enable the  
Walsh Island authorities to handle  
considerably larger vessels than has  
previously been possible.

The construction of the floating dock  
was undertaken in the yard itself, the  
design, selected being for a dock of  
15,000 tons lifting capacity built in  
three parts. The middle, or main sec-  
tion, was launched by the Premier of  
New South Wales, the Hon. T. R.  
Bavin, on October 5, 1928, and the  
second section, constituting the bow  
end, by Mrs. E. A. Butenshaw, wife of  
the Minister for Works and Railways,  
New South Wales, on March 15, last.  
When connected up, these two sections  
form one unit, capable of lifting vessels  
of 11,000 tons weight. It is antici-  
pated that the third section of the dock  
will be completed before the end of  
the year. This is designed to be op-  
erated either as a separate unit to lift  
vessels up to 4,000 tons weight, or for  
linking up with the other two sections  
to lift vessels up to 15,000 tons. In  
the latter case, the complete dock will  
be large enough to accommodate the  
new Australian cruiser "Australia" and  
"Canberra," which are each 630 ft. in  
length.

It is of the self-docking type, and  
two sections being capable of docking  
the third section. The stern unit,  
which is now nearing completion, will  
be 210 ft. in length, the combined  
length of the other two units being 420  
ft. The total length of the three unit-  
ed sections will thus be 630 ft. The  
clear width of entrance will be 82 ft.,  
and the depth of water over the dock  
will be 26 ft. Both the 210 ft. and  
the 420 ft. length will be  
self-contained, electric power being gen-  
erated on the dock itself by Diesel-  
driven generators. Under Naval agree-  
ment, the dock must be available for  
service elsewhere, and it has therefore  
been designed for being towed at sea  
in one length and for mooring in open  
water. While at Walsh Island, it will  
be moored off the foreshore by three  
steel lattice booms, each 125 ft. long,  
secured at the shore end to concrete an-  
chorage—"Engineering."

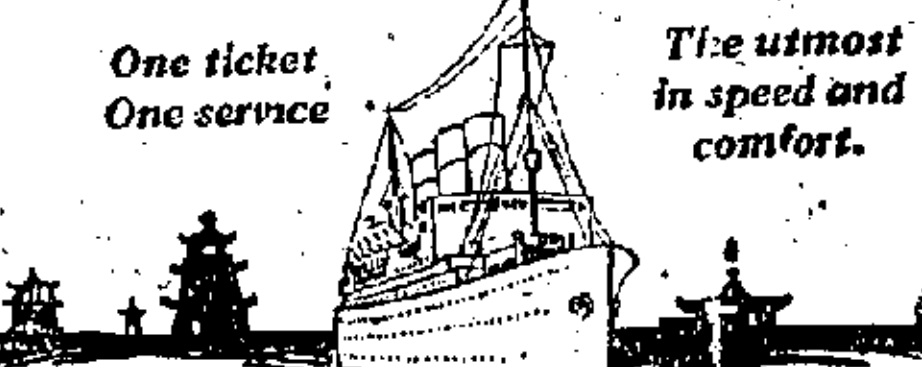
**RECENT WILLS**

Mr. A. Cameron, merchant, ship-  
owner and ship manager, of Messrs.  
Gray, Dawes and Co., a director of  
several shipping companies and of the  
P. & O. Banking Corporation, left un-  
settled property valued for the purpose  
of the English grant at £23,568 gross,  
with net pecuniary £23,104, "so far  
as at present can be ascertained."  
Mr. T. Walker, Aberdeen, ship-  
master, who was drowned in the River  
Dee, left personal estate in Great Brit-  
ain valued at £1,560.



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WED. 10th JULY  
TUES. 16th JULY

S.S. "TAI MIN"  
[649 tons—Capt. G. J. Spink]  
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TUES. 2nd JULY  
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SUN. 14th JULY

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S.S. "CITY OF BEDFORD" via Suez Canal 9th August.  
S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

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|-----------|-------|----------------------------|------------------------------------------------------------|
| *PERIM    | 7,648 | 22nd June<br>5 p.m.        | Marseilles, London, Hull, Antwerp,<br>Rotterdam & Hamburg. |
| *KRASHGAR | 9,005 | 6th July                   | Marseilles, London & Hull.                                 |
| *MIRZAPUR | 6,715 | 9th July                   | Straits, Colombo & Bombay.                                 |
| *ALIPPORE | 5,273 | 19th July                  | Straits, Colombo & Bombay.                                 |
| *KHYBER   | 9,114 | 3rd Aug.                   | Marseilles, London & Hull.                                 |

\* Cargo only. \* Calls Casa Blanca. \* Calls Karachi.

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## BRITISH INDIA-APCAR SAILINGS.

| SANTHA   | 7,754  | 4th July  | Singapore, Penang & Calcutta. |
|----------|--------|-----------|-------------------------------|
| TILAWA   | 10,000 | 24th July | Singapore, Penang & Calcutta. |
| SIRDHANA | 7,745  | 29th July | Singapore, Penang & Calcutta. |
| TALAMBA  | 3,013  | 1st Aug.  | Singapore, Penang & Calcutta. |
| TAKLIWA  | 7,938  | 8th Aug.  | Singapore, Penang & Calcutta. |
| TALNA    | 10,000 | 23rd Aug. | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

| * ST. ALBANS | 4,500 | 5th July  | Manila, Sandakan, Thursday Island, |
|--------------|-------|-----------|------------------------------------|
| ARAFURA      | 6,000 | 2nd Aug.  | Townsville, Brisbane, Sydney &     |
| TANDA        | 6,966 | 20th Aug. | Melbourne.                         |
| * ST. ALBANS | 4,500 | 4th Oct.  |                                    |
| ARAFURA      | 6,000 | 1st Nov.  |                                    |

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

| SIRDHANA     | 7,745  | 4th July  | Amoy, Shanghai, Kobe & Osaka.       |
|--------------|--------|-----------|-------------------------------------|
| KHYBER       | 9,114  | 5th July  | Shanghai, Moji, Kobe & Yokohama.    |
| ARAFURA      | 6,000  | 9th July  | Moji, Kobe, Osaka & Yokohama.       |
| TALAMBA      | 3,013  | 10th July | Amoy, Moji, Kobe & Osaka.           |
| MALWA        | 10,980 | 19th July | Shanghai, Moji, Kobe & Yokohama.    |
| TAKLIWA      | 7,938  | 19th July | Amoy, Moji, Kobe & Osaka.           |
| * KIDDERPORE | 5,324  | 20th July | Shanghai, Moji & Kobe.              |
| * TALMA      | 10,000 | 1st Aug.  | Amoy, Shanghai, Moji, Kobe & Osaka. |
| * KASHMIR    | 8,935  | 2nd Aug.  | Shanghai, Moji, Kobe & Yokohama.    |
| * SHEAFMOUNT |        | 4th Aug.  | Shanghai, Moji, Kobe & Yokohama.    |

\* Cargo only.

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| S.S. "MACHAON"        | ..... | via Suez Canal | 21st July.  |
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| S.S. "ADASTUS"        | ..... | via Suez Canal | 6th August. |

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## "MARIE CELESTE"

MORE ABOUT THE  
EXPOSURE

The oft-debated mystery of the  
brigantine "Celeste" has cropped up  
once again through the medium of an  
exposure of what it is contended was  
nothing more than an elaborate hoax,  
as appeared in a recent issue. The fol-  
lowing are additional particulars:—  
"On December 7, 1872, at ten o'clock  
in the morning, a ship was sighted in  
the Atlantic, sailing with the wind  
from the south. The Spanish coast,  
as she did not respond to signals and  
showed no signs of life when  
viewed through the glasses, the  
skipper of the hailing vessel  
sent a boat's crew to investigate. The  
stranger was the brig "Marie Celeste."  
In the fore-cabin were five seamen's  
chests and two canvas kitbags, still con-  
taining the outfit of the crew. The  
galley-range, though "faked out," was  
still hot. A cat was peacefully asleep  
on a locker. The meal was laid on a  
table in the after-cabin. Three cups  
of tea were lukewarm. The  
vessel had been abandoned precipitately  
for no apparent reason. It was the  
world's greatest mystery of the sea."

"Ay," 'twas a music-box, a pianny,  
that played the "Marie Celeste." A  
cottage pianny that they used to call  
in the American free-and-easies a "par-  
lour Pol." But none of us ever  
dreamt for a moment when we saw  
that pianny shipped to port when we  
saw that it was to bulk so large  
in the world's greatest mystery of the  
sea that I have now cleared up once and  
for all.

These John Pemberton, aged 92, at  
leisure in his little home in the south  
shirts of Liverpool. He is the sole  
survivor of the brigantine "Marie  
Celeste," and he is mentioned in the  
book, "The Great Marie Celeste  
Hoax," by Mr. Laurence Keating, just  
published, in which the mystery is  
cleared up once and for all. John  
Pemberton never leaves you in doubt  
as to what he thinks. He does not  
merely dislike tall men, for instance.  
He just hates them. He does not mind  
if you regard him as a times a lifetime.  
Always he wears an old-fashioned tail-  
coat. It is the habit of a lifetime.  
Some of his friends say the tailcoat is  
that in which he came to Liverpool 57  
years ago, direct from the drama of  
the "Marie Celeste." He celebrated  
that occasion by "having his 'photy'  
taken," probably for the only time in his  
life. His individuality reveals itself in  
typical phases. You tell him it is  
warm. "Yes, two overcoats warmer  
than yesterday." "Was it heavy?" "No, not  
heavy, massive." "And the shape of it?"  
"Just like a box of bacon." This last  
smile is understandable.

"I was the cook in the 'Marie  
Celeste,'" he explained. "A boy in  
Liverpool, where my father was a  
well-known character known as a  
crossing-sweeper of Blod-Street." "I  
knew often enough what it was to go  
hungry, and I determined to be a cook,  
to be always near where the food is.  
And all my life I've been a cook. Not  
call themselves cooks to-day, but a real  
cook. True, the mate of the 'Marie  
Celeste'—I called him 'Starlight'  
Hullock because of his red nose—used  
to refer to me as 'Young references' at  
that is a common reference to a  
cook, who is supposed to kill the  
people he doesn't like. I didn't  
mind that from him, but it was a dif-  
ferent thing altogether when I saw in  
an American magazine a few years ago  
that the real clue to the mystery of  
the 'Marie Celeste' was that the cook  
—meaning me—poisoned everybody on  
board, threw the bodies overboard and  
then fell in after them. That annoyed  
me so much I decided to break the  
silence I kept for 57 years. I insisted  
my friend Mr. Keating making this  
book. It is my vindication. I can go  
to the grave satisfied with it. You  
will find the full story there, and if it  
does not give you a thrill there must  
be something the matter with you. I  
interrupted him. "But this adventure  
of the piano. You can speak of the  
way in which it dominated everything?"  
"That pianny," he said, "brought us  
all the ill-luck. If it hadn't been with  
us there would've been a by-your-leave  
of mystery. It caused  
had language the moment it came  
aboard. It was so awkward to handle,  
and it was so like a woman to bring  
it. Mrs. Briggs, the wife of the cap-  
tain, of course, was responsible. In  
wouldn't sail without it. They put it in  
the port and starboard bulkheads, and  
Starlight Hullock was furious. He  
said he had no leg room and that the  
playing of it interfered with sleep.  
Hullock was a great powerful man  
from Baltimore. I wouldn't care," he  
said to me, "if she had brought a concertina  
or a fiddle, but to bring a big pianny  
aboard without so much as a by-your-leave  
is too much. Every day I was  
in to sleep she plays her fandango, and  
I'm not going to stand it. She does it  
deliberately. The relief from the  
trouble, or some of it, came in an un-  
expected way. Four days out from  
New York there was a terrible storm,  
and the pianny broke loose from its  
lashing. It was starting to break up  
the cabin as it was flung this way and  
that, when the mate went in. Big as he  
was he picked it up, and lashed it in  
a new position. Mrs. Briggs was mad.  
She ordered the carpenter to move it  
back to the old place, but the mate told  
the carpenter to leave it alone, and the  
captain couldn't interfere with a man  
like the mate. I didn't realise until  
afterwards that behind, where the  
pianny was lashed before was a store  
of honor that the mate wanted.

"Well, the mate got more leg room,  
and more sleep, and we were having  
a spell of fine weather when November  
24, 1872, came along. That was the  
day on which the last of the mate was  
made by the captain in the log of the  
"Marie Celeste." The vessel was picked  
up, you remember, ten days later,  
without a soul on board, and yet in per-  
fect order, and no one ever found  
trace of the crew. On that Sunday  
morning, without the slightest warning,  
we hit a hurricane squall. Enormous  
waves swamped us, the steersman was  
washed away from the wheel, and we  
thought the ship had gone. In the  
midst of it there was a shriek from the  
cabin. The mate lay on the floor and  
stopped. Mrs. Briggs had been play-  
ing hymn tunes on it. I went down to  
the cabin after a while with Captain  
Briggs, and the sight was terrible.  
The pianny had been flung across the  
cabin and lay bobbing up and down  
in the water. Mrs. Briggs had been  
flung with it and lay underneath. She  
was unconscious. I was ordered to get

some hot water and rushed off. I  
couldn't light the fire and dare not go  
back. The mate said a lot of rum  
would be better. The mate after see-  
ing the ship was put right went to  
bed, the captain stood beside his un-  
conscious wife all through the night.  
At the morning watch we were told  
that Mrs. Briggs was dead. The cap-  
tain had gone "off his head," and  
wouldn't leave the body. The mate  
becked the captain stand beside his un-  
conscious wife all through the night.  
The captain was kicking at it and curs-  
ing it wildly. We were all scared.  
There was talk of the evil luck that  
Mrs. Briggs and her pianny had  
brought. The mate down the ante-  
room was. The captain stayed in the  
cabin whimpering. Then the mate,  
who had been saying all day the body  
must be buried, ordered Jack Bossell,  
the carpenter, to prepare a shroud.  
The captain, who had placed the pianny  
back in position, was in the cabin. He  
would not allow the body to be taken.  
There was a row between him and the  
mate. The captain accused the mate of  
murdering Mrs. Briggs by alter-  
ing the position of the pianny, and  
becked the mate wanted to cover up the  
crime by throwing the body over-  
board. The mate was alarmed at this  
new turn and came up to think how  
he could escape a charge that might be  
difficult to answer on shore. Then he  
suddenly he announced that captain or  
no captain, the body was going to be  
buried. But when three men were sent  
into the cabin they returned with the  
news that the captain was bath-  
ing the body from a bucket of alcohol.  
The mate, who was emboldened by  
this, and producing it on shore to prove  
Hullock's guilt. However, the burial  
took place, and then occurred some-  
thing that was enough to make your  
hair go up and never come down again.  
The captain ordered that Peter Sanson,  
the was the steersman when the big  
wave came that made the pianny  
break away, was to be sewn up in can-  
vas at once and thrown over the side.  
The mate struggled with the captain  
and they both fell down the com-  
panion way. There was a pause, and  
when Hullock returned he had been  
drinking again. He brought up bottles  
of rye whiskey for the whole of the  
crew and wild scenes followed. Later  
Hullock announced he had at last seen  
the mate. Briggs that the culprit was not  
the steersman but the pianny, and that  
had to be buried instead. The pianny  
was at once pulled up out of the cabin  
and pitched overboard. It had brought  
all the ill-luck (and you can see by  
the look how much more foolhardy) but  
looking back on it all I think it was a  
waste of a good pianny to chuck it over-  
board. I wish they had given it to me.  
It was a good pianny." Just like a box  
of bacon.

The greatest of all sea mysteries was  
shown. It was concocted by Captain  
Moorhouse, of the brig "Dei Gratia,"  
for the sake of the salvage money ob-  
tainable by finding a derelict ship.  
Captain Moorhouse's mate revealed the  
details about the warm cups of tea and  
the fact that the details were true. The  
tea was about to be drunk by the three  
men who remained in the brig after  
the death of Captain Briggs and his  
wife. Hullock and the rest had desert-  
ed at the port of Santa Marta.

## ELECTRICAL

CONTRACTS FOR CRANES, SHIPS  
AND LOCK GATES

Messrs. Birmingham Electric Fur-  
naces, Limited, 25, George-street,  
parade, Birmingham, have received an  
order for a reheating furnace from  
Messrs. Moss Gears Company, Limited,  
Tyburn, Birmingham, for a box-type  
carburising furnace, and a reheating  
furnace from Messrs. Alvis Car and  
Engineering Company, Limited, Coventry,  
and for three reheating furnaces  
from Messrs. D. Brown and Sons,  
Limited, Park Works, Lockwood, Hud-  
dersfield. The New South Wales  
Government, Railways and Tramways  
Department, have just ordered, from  
Messrs. British Brown Boveri, Limited,  
London, S.W.1, three further high-  
power rectifier equipments, each of  
which is for an output of 1,500 kw., at  
1,500 volts direct current. All three  
equipments will be arranged for com-  
pletely automatic control, which has  
been provided for in the case of the  
four equipments already supplied.  
Messrs. Royce, Limited, Trafford Park,  
Manchester, have secured orders for  
five electric overhead cranes of 5 and  
10 tons capacity, from Messrs. Davey,  
Baxman and Company, Limited, Col-  
chester. Other recent contracts in-  
clude one 50-ton and two 5-ton over-  
head electric cranes for a railway com-  
pany in Brazil, one 5-ton overhead  
crane for Buenos Aires, one 10-ton  
overhead travelling grab crane for  
South Africa, and one electric capstan  
for India.

For "Armstrong's"  
Messrs. Sir W. G. Armstrong, Whit-  
worth and Company, Limited, New-  
castle-on-Tyne, have secured a contract  
for the construction of an oil-tank  
cushioning of 2,800 tons deadweight  
for Mr. Per Gjerding, Bergen, Nor-  
way. The propelling machinery will  
consist of Armstrong-Sulzer Diesel en-  
gines. They have also secured a con-  
tract from the Companhia de Navega-  
cao Lloyd Brasileiro, Rio de Janeiro,  
for the extensive reconditioning of  
s.s. "Camamu" and s.s. "Lages." The  
work involves the supply and instal-  
lation of new boilers and the conver-  
sion of the vessels to burn oil fuel.  
Messrs. Vickers-Armstrongs, Limited,  
Elswick Works, Newcastle-on-Tyne,  
have been entrusted by Messrs. Lever  
Brothers, Limited, with the order for  
the hydraulic equipment for the en-  
trance lock of their new dock at  
Bromborough. The lock gates are in  
course of manufacture at the Elswick  
works. Messrs. Vickers-Armstrongs  
have also recently received orders for  
six hydraulic and two electrical cap-  
stans for India, which will be con-  
structed at the Elswick works. En-  
gineering.

The following have been elected  
Fellows of the Royal Empire  
Society—Kuala Lumpur: G. D.  
Barron, A. Gordon Macdonald, Mrs.  
F. Macdonald, C. P. Smith, H. J.  
Stennitt; Singapore: Prof. K. E.  
Williamson, M.A.; Taiping: Mrs.  
D. R. I. Clayton; Teluk Anson:  
O. F. Conoley, M.R.C.S., Glynn  
Jones, L. F. Tribe.

The Board of Trustees and Staff  
of the Foreign Y.M.C.A., Shanghai,  
held an "at home" for Mr. and Mrs.  
T. M. Hasselt, Mr. and Mrs. W. E.  
Hines, and Mrs. L. E. McLachlin.

## STEAMER SOLD

FORMER OWNER-BUYS THE  
"ANJOU"

The s.s. "Anjou" formerly on the  
Hong Kong-Wuchow run, was yester-  
day sold by auction at Lammer's  
Auction Rooms for \$45,500. She was  
purchased by the former owner, Mr.  
Tain Pit-shan. It will be recalled  
that the sale by auction was ordered  
by the Supreme Court of Hong Kong  
as the result of a mortgage executed  
in a recent case.

The upset price was \$43,000.  
The "Anjou" is a steel screw vessel  
of 589 gross tonnage and 354 net  
tonnage and was built in 1899 by A.  
Legal & Co. at Nantes. Her dimen-  
sions are length 142.7 feet, beam 25  
feet, and depth 10.7 feet. She was  
engined by A. Manour & Co. at  
Nantes and registered under the  
British flag at Hong Kong.

## CONSIGNEES.

LOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

Chartered Steamer,

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Singapore.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the Godowns  
of the Hong Kong and Kowloon  
Wharf & Godown Company, Ltd., at  
Kowloon, whence and/or from the  
wharves delivery may be obtained.  
Optional Cargo will be forwarded  
unless notice to the contrary be given  
before 25th instant.

No claims will be admitted after  
the Goods have left the Godown, and  
all Goods remaining undelivered after  
the 2nd July will be subject to rent.  
All claims against the vessel must  
be presented to the undersigned on or  
before the 12th July or they will not  
be recognized.

All broken, chafed, and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
2nd July at 10 a.m. by our surveyors  
Messrs. Godard & Deacon.

No Fire Insurance has been effect-

ed. Bill of Lading will be countersign-

ed by

DODWELL & CO., LTD.,

Agents.

Hong Kong, 25th June, 1929.

## HONG KONG TIDE.

The tide-table given below has been  
obtained by aid of the Tide-predicting  
Machine, which includes 40 com-  
ponents for the better prediction of tides,  
from the result of the analysis of the  
tidal observations, taken at the Kan-  
lung tidal observatory under the  
direction of Dr. Dobereck during the  
years 1887, 1888 and 1889.

The times and heights are given for  
Kau-ling; but they may be used for  
the Victoria Naval Yard and Aberdeen,  
the differences being very small.  
The times of high and low water  
must not be considered to coincide  
with the times of slack-water and  
change of current, the two phenomena  
being quite distinct.

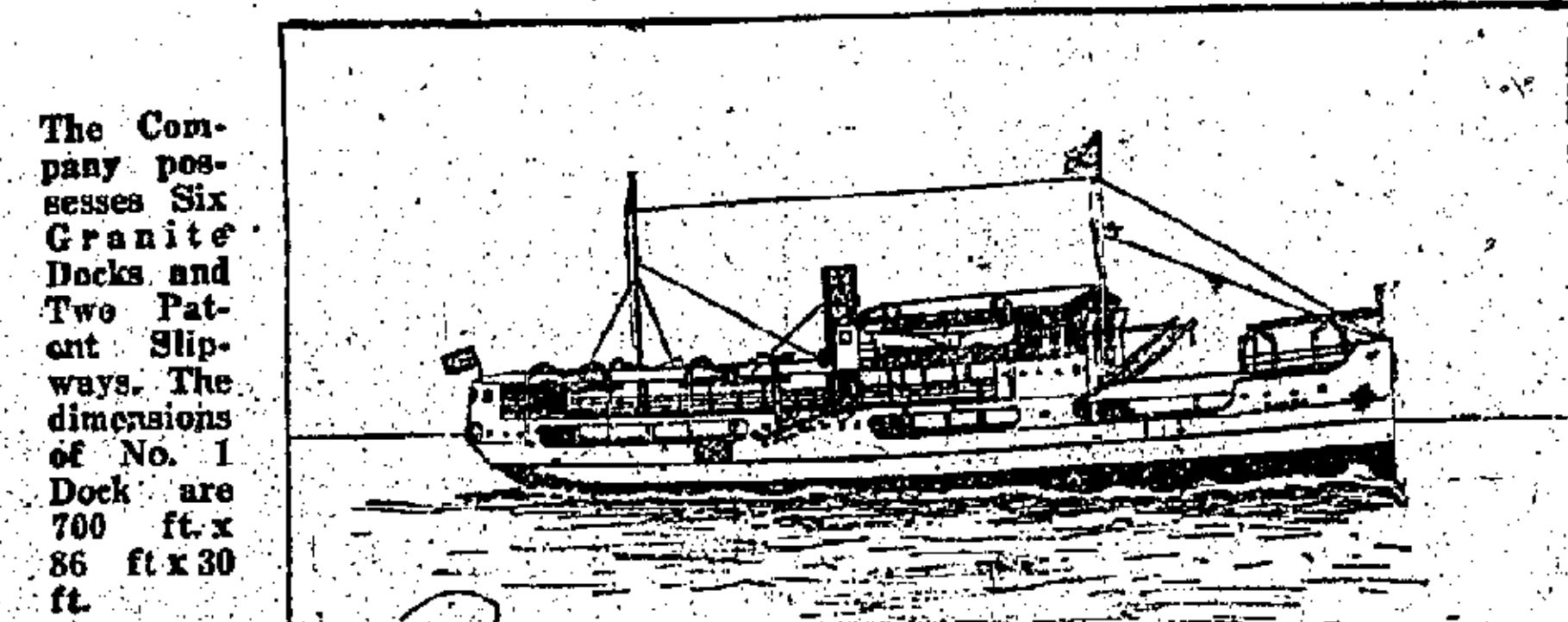
June 21 to 27, 1929.

| DATE    | HIGH WATER    | LOWER WATER   |
|---------|---------------|---------------|
|         | Standard Time | Standard Time |
|         | Standard Time | Standard Time |
| June 21 | 8 51 31.6     | 3 13 3.0      |
| June 22 | 10 45 4.8     | 3 52 0.8      |
| June 23 | 11 34 3.7     | 4 24 0.6      |
| June 24 | 12 24 1.2     | 4 57 3.2      |
| June 25 | 1 14 5.3      | 5 30 0.6      |
| June 26 | 2 5 3.7       | 6 0 0.6       |
| June 27 | 3 55 3.0      | 6 40 0.6      |
| June 28 | 4 55 3.0      | 7 20 0.6      |

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x 28'-0" Mid. x 11'-6" Mid.; D.W. 470 tons; B.H.P. 380; Speed 10½ knots. Built  
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order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.



A little learning is a dangerous thing;  
Drink deep, or touch not the PYERIAN Spring.  
THERE, shallow draughts intoxicate the brain,  
And drinking deeply, sobers us again.

(Alexander Pope, Essay on Criticism).

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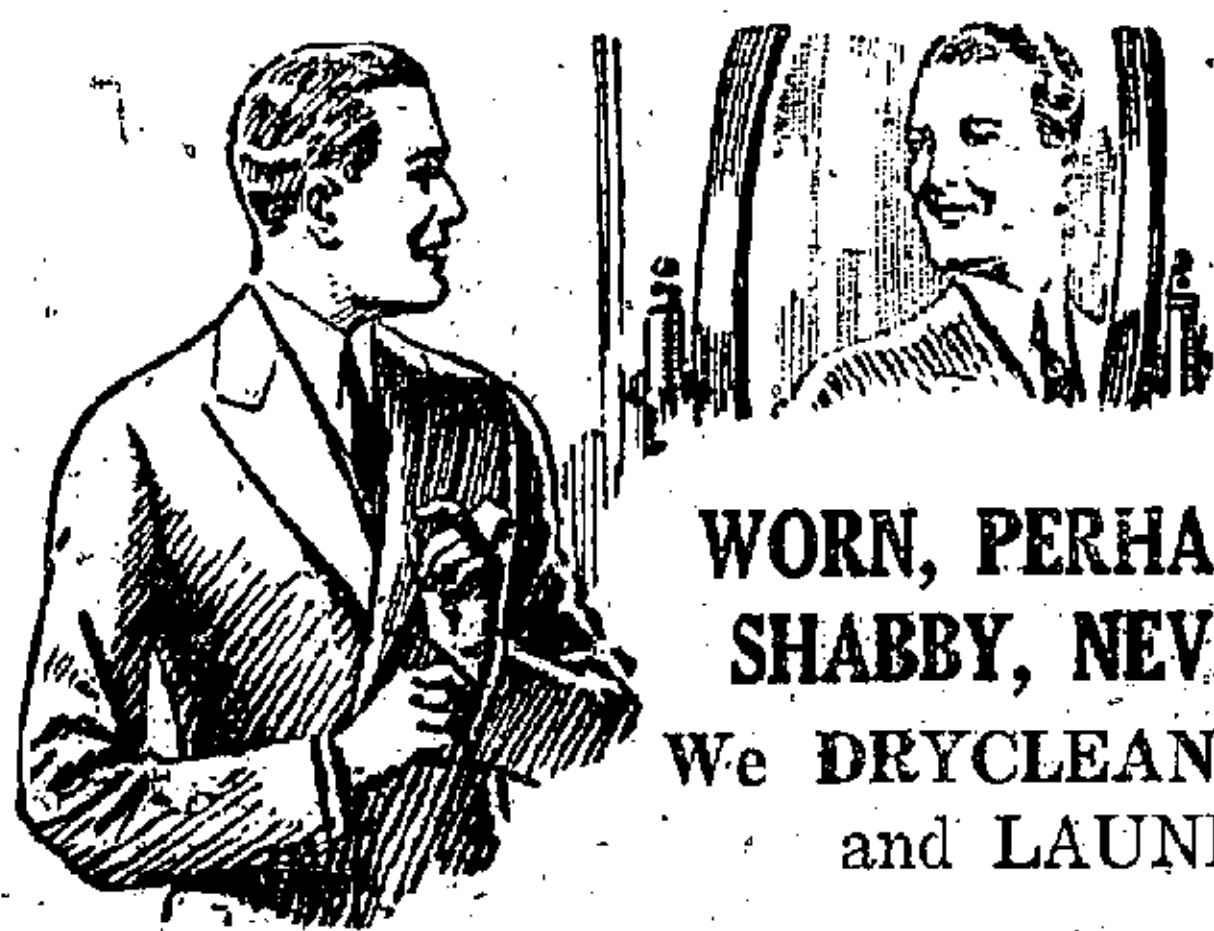
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Hong Kong, Thursday, June 27, 1929.

## LABOUR'S SECOND PARLIAMENT

Quietly, unostentatiously, unceremoniously—without any fuss whatever, the British Parliament has reassembled, and the Labour Party, triumphant at the recent General Election, has started upon their second administration, with Mr. Ramsay MacDonald, their most outstanding leader, again Prime Minister. In 1924 the Party, then not quite so numerically strong as it is now, had a precarious Parliamentary existence of ten months. Will its lease of life be of longer or shorter duration on the present occasion? Much will depend on circumstances and not a little on the attitude adopted by the Conservatives and Liberals towards each other. There is no certainty that they will be willing to combine to oust the Government, and it may be safely predicted that no such action will be taken unless the Labourites indicate an intention to introduce something in the nature of revolutionary legislation. Even then, it would not be absolutely certain that the Liberals would be willing to co-operate with the Conservatives, simply because the Liberal and Labour programmes are not dissimilar. By many people, indeed, both Parties are to-day regarded as being practically Socialist in their political intentions, the only difference being that whereas the Labour Party show that they have the courage of their convictions in what they say and do, the Liberal Party have not. Nowadays, it is difficult to say in which direction true Democracy

tends for, if we mistake not, even the Conservatives claim to be as democratic as, at least, the Liberals; whereas the Liberals are not infrequently pointed to as being quite as Socialist as the Labourites. Time will tell. Meanwhile, Parliament has made a good beginning in re-electing Captain Fitzroy as Speaker, and that the re-election was unanimous is creditable to all three Parties who form the present Parliament, as they have formed the last few Parliaments. The Labourites might very easily have opposed the Conservative's choice—for Captain Fitzroy was appointed by the last Conservative Administration and he still represents a Conservative constituency. But all in the House of Commons show sound sagacity in recognising that the Speaker is not of any Party, being above Party politics and the arbiter of all. The Party leaders have begun well by showing, in the customary manner, that they are animated by nothing but goodwill towards one another. Mr. Baldwin, as leader of the Opposition, openly congratulated his successful rival, Mr. Ramsay MacDonald, on his victory at the polls. If the Moscow Soviet is watching the advent of the Labour Party upon their second venture in administration they must be somewhat at a loss to account for this attitude of friendliness. What the Soviet seem never to realise is that while the British Labourites are Socialistically inclined, never are they so to the detriment of themselves as Britons. They are, first and foremost, patriots. That is why, throughout the country and Empire neither in 1924 nor to-day is there much if any anxiety felt because of the Labour Party being in power. As a matter of fact as Mr. Snowden indicated recently in the Budget debate, Labourites can be even more zealous and even more outspoken regarding their country's rights. Hence Mr. Snowden's pointed statement as to War Debts—a subject that is yet by no means definitely settled. With the debate on the King's speech early next week the new Parliament's work will be set in motion and what may eventuate is, of course, "in the lap of the gods."

Monday next is to be observed as a Bank Holiday.

It is advertised in the "China Mail" that the Exchange Banks will be closed on Monday.

Two cases of enteric fever (both Chinese) were notified yesterday.

The postponed Rizal Day concert at the Filipino Club has been fixed now for July 7 at 9 p.m.

The K.C.C. concert, postponed last Saturday will take place on Saturday night, weather permitting.

The number of cases tried by the Magistrates last year was 28,468, compared with 32,122 in 1927, the revenue was \$168,216.32 as compared with \$223,311.97 in 1927.

In order to suit the convenience of His Excellency The Governor and Lady Clement the time for the opening ceremony of the Bathing Pavilion of the South China A. A. has been changed to 3.30 p.m. instead of 2.30 p.m. on Saturday.

At the Marine Court this morning two mistresses and three masters of passenger boats were fined \$5 each for lying inshore during prohibited hours. One of the male accused was also fined \$10 or 10 days for dumping rubbish into the harbour. Two fishermen were fined \$5 each for hawking during prohibited hours.

Sentence of three weeks' hard labour was passed by Mr. T. S. Whyte-Smith on a Chinese woman who was convicted on a charge of obstructing the Police, when she interfered with them when they were rearresting a man. The man had been discharged from the Court on a charge of kidnapping a boy. The woman tried to pull him away from the Police.

## PLEASE DON'T WASTE WATER

The summons against a Chinese occupier of No. 19 Battery-street for carrying on an offensive trade without a licence was dismissed by Mr. T. S. Whyte-Smith at the Kowloon Court yesterday on the ground that the material was not rags (as alleged) but the accused was warned that if he changed his present methods and utilised old garments instead, he would then be committing an offence for which he would be fined.

The death occurred last evening after a short illness of Mr. Lim Kuei-tay, manager of the contracting firm of Lim Yue and Company. Mr. Lim passed away at 10.15 p.m. from cerebral hemorrhage and is survived by a widow, two sons and five daughters. The eldest daughter is Mrs. J. H. Law of Kowloon Tong. The elder of the boys is Mr. Hugh Lim, of the Craigengover Cricket Club, and the other is Mr. George Lim, of the "Daily Press," staff.

That the lower storey of No. 25 Leighton Hill-road was unfit for human occupation (being only five feet in height) was the opinion expressed by Dr. H. A. Fawcett, Medical Officer of Health at the Central Magistracy yesterday when he gave evidence in a summons heard against a Chinese for utilising the premises as a printing establishment. A fine of \$25 was imposed and an order was made against the continuance of using the place as a work shop.

## LAND SALES

### AUCTIONS IN HONG KONG AND KOWLOON

At the Land Office yesterday, a piece of Crown Land known as new Kowloon Inland Lot No. 1246, in Cheung-sha-wan-road, Shamshuipo, measuring 1,048 square feet, was sold by public auction. The annual Crown rent is \$5.

The upset price was \$1,572. There were only three bidders above that figure before the property was knocked down to Mr. Chan Hon-tat, of No. 104, Lai-chik-ko-road, for \$1,750.

Another lot measuring 3618 square feet and known as new Kowloon Inland Lot No. 1247, in Tin-lin-street, Shamshuipo, was sold to Mr. Wong Yiu-tung, of No. 43, Bonham-strand East, at the upset price of \$4,523. The annual Crown rent is \$24.

By order of the mortgagees, Mr. E. V. M. R. de Souza yesterday put up for sale at the China Auction Rooms, Section D of Inland Lot No. 2839 (Hong Kong), known as No. 87, Wong-nichong-road (No. 5, Broadwood-terrace), which is to be held for the unexpired residue of the lease term of 75 years with the right of renewal for a further term of 75 years at a reassessed Crown rent. The original lease started on September 15, 1913, and the area is 1,848 square feet, with annual Crown rent of \$14.

The upset price was \$20,000. Only one bid of \$200 was forthcoming from Mr. Tse Ka-poo, of the N.Y.K., who eventually became the new owner of the property at the purchase price of \$20,000.

## ROUND THE CINEMAS

### A MAGNIFICENT PICTURE BY D. W. GRIFFITHS

#### "LADY OF THE PAVEMENTS"

In no way exaggerated were the preliminary Press notices of the "Lady of the Pavements," D. W. Griffiths' production, which is being screened at the Queen's Theatre to Saturday. It must take rank with anything that he has previously done in this line. The photography and the scenes in the Court being alike very wonderful and realistic.

It seems rather a pity that Griffiths chose such a title for the heroine is no lady of the pavements but the idol of a Parisian cabaret.

The plot of "The Miracle," from which the film is adapted, could like-wise have been improved upon if only to complete the disfigurement of the "other woman" when she was exposed for her scheming to force her quondam lover to marry a girl of the streets. Such a rare opportunity of improving on the story presented itself at the wedding dinner when Lope Velaz, as the cabaret girl, threw her arms round the "pers" of the cabaret and the newly-married he demanded to know who her friend was. If the latter had been able to reply that she was a person of equal Royal birth as the despicable Countess, but had been left with him to bring up in disguise whilst she was still an infant, the denouement would certainly have overwhelmed the scheming Countess. However, Griffiths is supposed to know his own business—that of a film producer—better than any outsider!

In other respects the picture has very much to commend it. It was rather a surprise to see so many empty seats in the dress circle at the 7.15 performance yesterday. Even so, the "house" greatly enjoyed the picture and were loud in their appreciation of the vocal efforts of Miss Doris Woods.

#### ASTOUNDING CAMERA FEAT

The director has achieved what studio technicians declare to be the most astounding camera feat of the past five years—the showing of 13 representations of a single figure in one scene, at the same time.

William Boyd, upon whom the trying experience was made, is made to merge into the personalities of thirteen characters seated about tables until the room of the Parisian cabaret is literally filled with him. At the end of this truly remarkable scene, Boyd's thirteen selves rise and merge into one.

It took nine hours to accomplish this camera illusion of exactly 75 feet of film. The negative was exposed through the camera 96 times in the taking and required more than four hours to develop in a slow chemical mixture.

New Mann, who succeeded four other "effects direct s" in attempting this difficult shot, was paid the sum of \$1,000,000 for his day's work, the highest amount ever paid a cameraman for a single scene.—J. T. D.

#### "GARDEN OF EDEN"

#### Amusing Film at The World

The film, "Garden of Eden," featuring Corinne Griffith and Charles Ray, and directed by Lewis Milestone, will be seen for the last time to-day at the World Theatre.

The picture revolves round the amusing antics of a poor cabaret girl (Toni Le Brun), who later poses as the daughter of Baroness Rosa de Garcon (Louise Dresser), who, together with her, lives in splendour in the Hotel Eden (Monte Carlo). Believing Toni to be a real titled lady, Richard Dupont (Charles Ray) falls in love, but, on their wedding day, his uncle Henri (Lowell Sherman) discloses the truth about the bride, and the happy event is marred. In spite of this, Dupont insists on marrying Toni.

Others of note in the cast are Maude George and Edward Martindel.

#### "A JOKE'S" SEQUEL

#### STREET FIGHTING AND COURT CASE

#### A "FAMILY SQUABBLE"

Two Chinese were yesterday arrested by the Police for fighting in Wellington-street. One was allowed to bail whilst the other, who had no money, was kept in custody.

When the case was called before Mr. E. W. Hamilton, at the Central Magistracy, this morning, the man on bail did not appear and his \$5 was exonerated.

The other man alleged that the absentee was the aggressor and had attacked him for no reason.

The Magistrate remarked to Inspector R. Shannon that accused was now trying to get away by putting the blame on the other.

The Inspector said he believed that it was a family squabble, but the accused was by no means the unoffending victim of the assault. On the contrary, if it had not been for the fact that accused wanted to continue the fight after he had been taken to the station, he (the Inspector) would have sent both men away and not charged them, because it was not a serious matter.

Accused then admitted that it was all over a "joke" which he had with a girl whilst passing the door of her house. Someone told her father about it and he rushed furiously out and attacked accused.

#### MAGISTERIAL VIEW

Addressing the accused, Mr. Hamilton said that he was one of those persons who, after they had got into trouble, take up a wrong attitude and hope to get away by trying to bully the Court into believing that they are innocent. They don't seem to realise that their very behaviour in Court betrays their claim of innocence. However, as the other man was not in Court, his words, which he thought it would be fair to deal too severely with accused. He would be fined \$3 or five days' imprisonment.

The Magistrate added: "Don't get into any more fights and don't meddle with girls again."

## PRAPS— PRAPS NOT!

A Scotsman, who had several daughters, was attending the wedding of his youngest. At the reception a friend said to him, "I suppose you are very glad to have got all your daughters married?" "Yes," was the reply, "the confetti was getting rather gritty."

Flop: "Why did Going, the auctioneer, give up driving his own car?"

Flop: "His nerve went trying to resist knocking lots down."

He: "I made an awful blunder just now. I said I thought the host must be a stingy old blighter, and it happened to be the host to whom I was speaking."

She: "Oh! You mean my husband?"

The Wife: "I took the recipe for this cake out of a cookery book."

Her Husband (sampling the "dainty"): "You did perfectly right, my dear. It never should have been put in."

"I can't do it, I can't," murmured the strong man to his wife, tears streaming from his eyes as he gazed at the round, white, placid body in the water. "I can't do it; it is not a man's work."

The woman took the knife, and with a glance of contempt for her husband, finished peeling the onions.

"Did you deliver that telegram?" said a clerk to his messenger-boy.

"Yes," was the reply, "only the man doesn't live in Grover Square, but in Queen Street, and not on the ground floor, but up three flights of stairs, and not in the front room, but in the back one; besides, his name isn't Johnson, but Thompson, and he isn't a man, but a woman!"

Jimmy is very hard on boots and trousers and naturally his mother remembers this when she goes shopping. One day while out with a friend she was buying cloth for a pair of trousers for the boy, and ordered a good deal more than seemed necessary.

"Why do you buy so much?" asked the friend.

"Oh," responded the mother. "This is for the reserved seats."

"Have you ever told a lie, mamma?"

"I am afraid I have, Arthur."

"Has papa ever told a lie?"

"I expect he has."

"Did Aunt Mary ever tell a lie?"

"Why, Arthur, do you ask such questions?"

"Oh, I was only thinking how lonely George Washington and I would be in heaven."

Voice of the baker's man: "It is all very well for you to say you won't marry me. You are not growing any younger, and I may be your last chance. You will be on the shelf soon."

Voice of the cook: "Eh, I know that! I am on the shelf now. And every now and then I roll to the edge of the shelf and I look over and I see you—and I roll back again!"

Two men, who were bitter enemies, were both paying the penalty of their sins in gaol. One had been convicted of stealing a watch, and the other of stealing a cow.

They passed each other in the exercise yard, and in ordinary circumstances would have endeavoured to knife each other, but all they could do was to converse in whispers.

"Yah," taunted the cow stealer, "wot time is it?"

"Milkin' time!" snarled the watch stealer.

He: I do wish you wouldn't call me 'dear' in public."

She: "Why not?"

He: "Well, it makes me feel so cheap."

The candidate was submitting quietly to the heckler.

"It does not matter what you say. Two blacks cannot make a white."

"Oh," said the candidate. "Are you sure of that?"

Heckler: "Yes, sure enough."

Candidate: "Well, it's evident my friend doesn't keep poultry."

The heckler suddenly remembered a pressing engagement elsewhere.

The musical comedy was on the eve of production, and the orchestra had just rehearsed a selection for the fifth time.

"Thank you, gentlemen," said the composer, who was also the conductor, "at last you have given me a truly correct interpretation of my work."

"Gee!" whispered the man who played the bassoon, "that's queer; I've got two pages to play yet."



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## HONG KONG JAILS

2,000 LESS PRISONERS IN  
1928

### ONLY ONE ESCAPED

The report of the Superintendent of Prisons for the year 1928 states:—  
The number of prisoners received into prison during the year and the corresponding number for year 1927 were as follows:—

|                                           | 1927. | 1928. |
|-------------------------------------------|-------|-------|
| Convicted by Ordinary Courts              | 6,582 | 4,895 |
| Convicted by Martial Court                | 4     | —     |
| Convicted by High Court                   | 1     | —     |
| Wei-hai-wei                               | 67    | 80    |
| Debtors                                   | —     | —     |
| On remand or in default of finding surety | 1,086 | 778   |
| Total                                     | 7,740 | 5,756 |

There was a decrease of 1,984 on the total number of admission as compared with the year 1927. There was a decrease of prisoners convicted for lar-

### PLEASE DON'T WASTE WATER

ceny during the year under review the number being 1,061 against 1,452 for the previous year.

The number of Revenue Grade prisoners admitted to prisons was 3,778 made up as follows:—

|                                                                     |       |
|---------------------------------------------------------------------|-------|
| Convicted under the:—                                               |       |
| Opium Ordinance                                                     | 1,637 |
| Gambling Ordinance                                                  | 228   |
| Arms and Ammunition Ord.                                            | 31    |
| Vehicle Ordinance                                                   | 256   |
| Harbour Regulations                                                 | 35    |
| Water Works Ord.                                                    | 12    |
| Marine Hawks Ord.                                                   | 32    |
| Dangerous Goods Ord.                                                | 21    |
| Chinese Wine and Spirit Ordinance                                   | 53    |
| Societies Ordinance                                                 | 15    |
| Public Health and Buildings Ordinance                               | 208   |
| Truck Ordinance                                                     | 32    |
| Women and Girls (Protection Ordinance)                              | 26    |
| Importation and Exportation Ordinance                               | 3     |
| Pharmacy and Poisons Ord.                                           | 14    |
| Tobacco Ordinance                                                   | 36    |
| Police Regulations                                                  | 42    |
| Convicted of:—                                                      |       |
| Removing body without permission                                    | 12    |
| Committing nuisance in the street                                   | 74    |
| Unlawfully boarding steamers                                        | 24    |
| Lawfully with a licence                                             | 24    |
| Cruelty to animals                                                  | 7     |
| Keeping house for prostitution                                      | 32    |
| Illegal pawning                                                     | 16    |
| Drunkness                                                           | 9     |
| Trespass                                                            | 72    |
| Disorderly conduct                                                  | 98    |
| Assault                                                             | 83    |
| Obstruction                                                         | 42    |
| Cutting trees                                                       | 42    |
| Removing sand without permission                                    | 15    |
| Mendacity                                                           | 19    |
| Unlawful possession of lottery tickets                              | 94    |
| Unlawful possession                                                 | 612   |
| Stealing                                                            | 83    |
| Possession of implement fit for unlawful purpose                    | 12    |
| Offering bribe                                                      | 18    |
| Obtaining by false pretences                                        | 41    |
| Soliciting in a public thoroughfare for the purpose of prostitution | 6     |
| Unlawful receiving                                                  | 122   |
| Travelling on train car without paying legal fare                   | 7     |
| Spitting in Court                                                   | 7     |

Total 3,778  
The above figures show that 77 per cent of the total admissions to prison were Revenue Grade prisoners.

The following table shows the number of prisoners committed to prison without the option of fine and in default of payment of fine:—

Year, 1927.—Without option of fine, 1,740; in default of payment of fine, served imprisonment, 4,220; paid full fine, 190; paid part fine, 432—total 6,582.

Year, 1928.—Without option of fine, 1,117; in default of payment of fine, served imprisonment, 3,413; paid full fine, 162; paid part fine, 223—total 4,895.

58 boys were admitted as juveniles, i.e., under 16 years of age, during the year, with sentences varying from 48 hours' detention to 6 months' hard labour, but only 38 were treated as juvenile offenders, the others in the opinion of the Medical Officer and Superintendent being over 16 years of age. In 3 cases corporal punishment was awarded by the courts in addition to the terms of imprisonment.

The percentage of convicted prisoners admitted to prison with previous convictions recorded against them, was 19 as compared with 19.1 for 1927.

There were 145 prisoners admitted who were convicted by Police Courts in the New Territories, against 188 for the previous year.

The following table shows the number of convicts in custody on December 31 for the past 10 years, and the percentage of the total number of prisoners in custody to the estimated population of Hong Kong:—

Year, 1919.—Estimated population, 593,100; number of convicts, 259; percentage of population, .043; daily average number of prisoners, 756; percentage to population, .126.

Year, 1920.—Estimated population, 648,160; number of convicts, 278; percentage of population, .043; daily average number of prisoners, 755; percentage to population, .117.

Year, 1921.—Estimated population, 695,350; number of convicts, 231; percentage of population, .033; daily average number of prisoners, 764; percentage to population, .115.

Year, 1922.—Estimated population, 662,200; number of convicts, 259; percentage of population, .039; daily average number of prisoners, 787; percentage to population, .119.

Year, 1923.—Estimated population, 631,800; number of convicts, 244; percentage of population, .043; daily average number of prisoners, 821; percentage to population, .126.

Year, 1924.—Estimated population, 799,550; number of convicts, 345; percentage of population, .043; daily average number of prisoners, 1,066; percentage to population, .133.

Year, 1925.—Estimated population, 874,420; number of convicts, 394; percentage of population, .045; daily average number of prisoners, 1,116; percentage to population, .128.

Year, 1926.—Estimated population, 786,920; number of convicts, 408; percentage of population, .052; daily average number of prisoners, 1,054; percentage to population, .134.

Year, 1927.—Estimated population, 800,400; number of convicts, 302; percentage of population, .044; daily average number of prisoners, 1,189; percentage to population, .136.

Year, 1928.—Estimated population, 1,075,690; number of convicts, 352; percentage of population, .033; daily average number of prisoners, 1,071; percentage to population, .100.

## MONEY AND SHARES

### TO-DAY'S QUOTATIONS

On London—  
Bank, wire ..... 1/11 1/2  
Bank, on demand ..... 1/11 3/16  
Bank, 30 days' sight .....  
Bank, 4 months' sight 1/11 3/4  
Credits, 4 months' sight ..... 2/- 1/4  
Documentary 4 months' sight ..... 2/- 1/4

On Paris—  
On demand ..... 1197 1/2  
Credits, 4 months' sight ..... 1272 1/2

On Berlin—  
On demand .....  
On New York—  
On demand ..... 46 1/2  
Credits, 60 days' sight 48 1/2

On Bombay—  
Wire ..... 129 1/2  
On demand ..... 129 1/2

On Calcutta—  
Wire ..... 129 1/2  
On demand ..... 129 1/2

On Singapore—  
On demand ..... 83 1/2  
On Manila—  
On demand ..... 94

On Shanghai—  
On demand ..... 81 1/2  
30 days' sight (private paper) .....  
On Yokohama—  
On demand ..... 106 1/4

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Silver (per oz.) ..... 24 3/16

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Chinese Sub. Coin ..... 29 1/2% dis.  
Hong Kong Sub. Coin Par.

### LONDON EXCHANGES

London, Yesterday.  
Paris ..... 128.925  
New York ..... 4.84 13/16

Brussels ..... 34.91  
Amsterdam ..... 12.07 1/4  
Geneva ..... 25.195  
Milan ..... 92.675

Berlin ..... 20.345  
Stockholm ..... 18.085  
Copenhagen ..... 18.205  
Oslo ..... 18.195

Vienna ..... 34.495  
Prague ..... 163 1/4  
Helsingfors ..... 192 1/4  
Madrid ..... 34.25

Lisbon ..... 108 1/8  
Athens ..... 375  
Bucharest ..... 817  
Rio ..... 57 1/2

Bombay ..... 1/5 1/2  
Shanghai ..... 2/4  
Buenos Aires ..... 47 9/32

Hong Kong ..... 1/11 1/2  
Yokohama ..... 1/9 23/32  
Silver Spot ..... 24 3/16  
Silver Forward ..... 24 1/4

—British Wireless Service.

Year, 1925.—Estimated population, 874,420; number of convicts, 394; percentage of population, .045; daily average number of prisoners, 1,116; percentage to population, .128.

Year, 1926.—Estimated population, 786,920; number of convicts, 408; percentage of population, .052; daily average number of prisoners, 1,054; percentage to population, .134.

Year, 1927.—Estimated population, 800,400; number of convicts, 302; percentage of population, .044; daily average number of prisoners, 1,189; percentage to population, .136.

Year, 1928.—Estimated population, 1,075,690; number of convicts, 352; percentage of population, .033; daily average number of prisoners, 1,071; percentage to population, .100.

Victoria Gaol  
14,503,195 forms were printed and issued to various Government and Departments and 99,947 books bound or repaired, as compared with 13,857,160 forms and 123,620 books in 1927.

During the year uniforms for officers, previously put out to contract, were successfully made in the Prison by instructed prisoners.

The Gaol was again overcrowded and additional congestion was caused through having to accommodate prisoners on admission as well as sick prisoners in the Halls, during the rebuilding of the Hospital and Reception Room. The new Hospital was occupied in August.

A section of D Hall was removed to give additional air space, and security against escape. Minor repairs were effected to buildings by prison labour.

Victoria Gaol. Female Prison  
During the year a working party consisting of British and Chinese resident ladies visited the Prison on Tuesdays and Fridays to instruct the women in sewing, raffia work, etc., and to give them elementary education.

The results have been most gratifying and every credit is due to the instructors who have given their time so willingly and consistently under conditions at their best by no means ideal, and, in the summer season, hot, humid, and depressing.

One remand prisoner succeeded in escaping on 30.3.28. He was not recaptured but evidence was obtained that he was subsequently shot while participating in a robbery in Canton.

Lai Chi Kok Prison  
Progress continued with the land resumed in 1926, which has been largely cultivated and reclaimed and is now used for growing vegetables etc. This garden work gives useful employment to prisoners at Lai Chi Kok.

There was no escape or attempt at escape.

General  
There were 524 punishments awarded for breach of prison discipline as compared with 616 for the preceding year. Corporal punishment was in-

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H.K. London Reg. ..... \$132 1/2 n  
Chartered Bank ..... \$19 1/2 b  
Mercantile A. & B. .... \$23 n  
Mercantile C. .... \$16 1/4 n  
P. & O. Bank ..... \$9 1/4 n  
Bank of East Asia ..... \$90 1/2 n

### Insurances

Canton Insurance ..... \$630 s  
Union Insurance ..... \$324 s  
North China Insurance ..... \$160 b  
Yangtze Insurance ..... \$350 n  
China Underwriters ..... \$2.10 s  
China Fire Insurance ..... \$300 b  
H.K. Fire Insurance ..... \$770 b

### Shipping

Douglases ..... \$27 1/2 n  
H.K. Steamboats ..... \$25 1/2 s  
H.K. Tugs & Lighters ..... \$2.60 s  
Indo-China (Pref.) ..... \$45 b  
Indo-China (Def.) ..... \$70 n  
Shell Transports (old) ..... \$8/- n  
Shell Transports (new) ..... \$22 n  
Union Water-boats ..... \$22 n

### Mining

Benguets ..... \$3 n  
Kailan Mining Ad. .... \$3/9 n  
Langkats (comb.) ..... \$14 s  
Langkats (single) ..... \$7 1/2 s  
Shanghai Explorations ..... \$2 1/4 s  
Shanghai Loans ..... \$4 1/2 s  
Raubs ..... \$6 1/4 b  
Tronoh Mines ..... \$21/- b

Docks, Wharves, Godowns, &c.  
H.K. & K. Wharves ..... \$124 b  
H.K. & W. Docks ..... \$35 n  
China Providents ..... \$3.90 b 4 sa  
Hongkew's ..... \$168 n  
New Engineers ..... \$6 1/2 b  
Shanghai Docks ..... \$137 1/2 b

Cotton Mills  
Ewo Cottons ..... \$113.35 b  
Oriental Cottons ..... \$2 1/4 b 2.30 sa  
Shanghai Cottons (old) ..... \$73 1/2 b  
Shanghai Cottons (new) ..... \$73 1/2 b

Lands, Hotels & Buildings  
H.K. & S. Hotels ..... \$8.45 b  
H.K. Lands ..... \$62 s  
Shanghai Lands ..... \$147 b  
Humphreys' Estates ..... \$113 1/2 b  
H.K. Realities ..... \$7 1/2 b & sa  
H.K. Territorials ..... \$—

Princes' Buildings ..... \$—  
Public Utilities  
H.K. Tramways ..... \$18.90 b & sa  
Peak Trams (old) ..... \$11.80 n  
Peak Trams (new) ..... \$6.05 n  
Star Ferries ..... \$66 s  
China Lights (comb.) ..... \$—  
China Lights (old) \$13.80 b 13.85 sa  
China Lights (new) [12.90 n x Rts. [37.90 n Rts.

China Lights (new) ..... \$—  
China Lights 1928 issue ..... \$—  
H.K. Electrics (old) ..... \$55 1/4 b  
H.K. Electrics (new) ..... \$26 1/4 a  
Macao Electrics ..... \$26 1/4 a  
H.K. Telephones ..... \$7 b  
China Buses ..... \$14 1/4 b  
Singapore Tractions ..... \$11/- s  
Singapore Pref. ..... \$19 n  
Sandakan Lts. .... \$2 1/2 s

Industrials  
China Sugars ..... .80 cts. b  
Malabon Sugars ..... .827 n  
Canton Ice ..... .32 b  
Cements (comb.) ..... \$8.10 b  
Cements (old) ..... \$7 1/4 s  
Cements (new) ..... \$14.00 n  
H.K. Ropes (old) ..... \$7 s  
H.K. Ropes (new) ..... \$—  
United Asbestos ..... \$5 b

Stores, &c.  
Dairy Farm ..... \$19 n  
Watsons ..... \$12 n  
Der A. Wings ..... .80 cts. b  
Lane, Crawfords ..... \$13 1/4 a  
Mackintoshes ..... \$18 b  
Sincerees ..... \$12 b  
Wm. Powells ..... \$3 s

Miscellaneous  
H.K. Amusements ..... \$29 1/2 n  
H.K. Constructions ..... \$1 1/2 n  
B. Ind. C. Bonds ..... .67% n  
H.K. Govt. Loans ..... .7% b Prem.

dicted in fifteen cases for prison offences.  
Two hundred and eighteen (218) prisoners were whipped by order of courts.  
There were 4 deaths (3 natural causes and 1 execution).  
The conduct of the Staff, with a few exceptions, has been very good.  
The general health of the staff has been good.  
Existing fire appliances are in good condition. Improved fire fighting apparatus was supplied to each prison in 1928 but the installation had not been completed at the end of the year.  
The rules laid down for the Government of prisons have been complied with.  
Captain Bloxham, Assistant Superintendent of Prisons, was granted leave from 14.4.28 to 4.1.29.

HONG KONG HOTEL VISITORS  
June 28

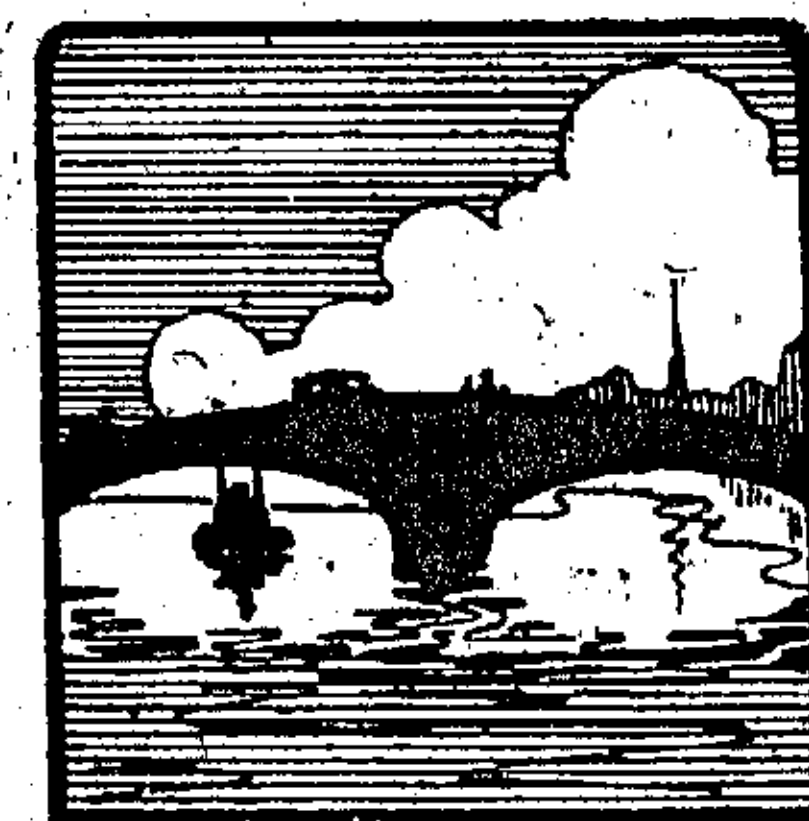
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Mr. and Mrs. K. S. Leim, Miss H. Lilje.  
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Official statements by the Government on measures to relieve the acute water shortage in the Colony are published in the current number of the "Overland China Mail," which is the only weekly news budget of the Colony with pictures.

Letters have gone home from residents who have waxed loquacious as to the intervals between each bath. It will do the folks in the Old Country good—and Hong Kong-ites on leave—to read, if only now and then, how benevolent the authorities can be in a real crisis. The "Overland" tells in convenient form what is being done; how every potential source is being explored; how water is carried here in shiploads from neighbouring places; and how hitherto undreamt of means of getting water are being tried.

Much of importance has transpired in China, both in the adjoining provinces and in the North. Explained by notes and comment where necessary, the "Overland's" reports will supplement the cable news broadcast at Home for those who cannot but interest themselves in developments because of trade and other connections.

As usual, the "Overland" also includes the "local" news of the week; this number being of a splendid variety which will make welcome reading outside Hong Kong.

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"THE OVERLAND CHINA MAIL"



## Sport Columns

### BOXING

#### PHIL SCOTT THE TENDER HEARTED

[By George Carpentier]

Phil Scott is not a "killer" as the Americans term it. He has not that which a fighter must have to capture the world; passion, shall we say? The something that consumes the soul with a desire to end a contest with all possible speed, the British heavy-weight champion has not. So the searching critic, and I too have decided.

Finality and Scott are not synonymous terms it is enough apparently, no matter how come his triumphs: the knockout he has yet to make the central purpose of his trade.

It is common to hear "if I had the height, the weight, the youth, I should fear no man." And I smile. As if inches, bulk and femeness of years was a denier in fighting. They are desirable, even essential qualities, but unusual and lasting success may only be won by the proper and generous employment of them, and that may only be by the attainment of the mind to the physique.

Phil Scott, as a physical specimen, approaches the ideal. As an impressive figure I know no heavy-weight his equal in the ring to-day. Mere bigness often than not makes for awkwardness, but in spite of his gigantic proportions, Scott is not awkward; there is much speed in him; and the only explanation I can offer for his being regarded as a doubtful quantity is that he has not the instinct of a fighter, not in the same obvious way that Dempsey and all the world's champions had. By that I mean he has not, so far, shown any marked inclination to produce a decisive finish. Is it that he is too kind or is he without the mind to appreciate the real object of fighting.

Not Aggressive  
I would not have him set up as a great defensive boxer by way of accounting for his failure to win high distinction by a knock out punch. There is little exceptional or subtle about his defence; my analysis of him suggests that by nature he is not aggressive, no man for adventure; content, rather, with whatever comes his way. And if I am right in my deductions, Phil Scott is as far from winning more than local fame as ever he was in his fighting life, which I very much regret to say, for in Scott, it may be seen with half an eye, is the material that tells of a potential world beater. He has been so put together that he is wonderful to gaze on. And I will give the assurance that he can box with no little cleverness and after accepted principles.

Scott has a particularly long and good left hand, those more competent to say than myself, aver that with his right he can punch with tremendous force, as hard, in fact, as any man. That being so, why, it may well be asked, is he not counted for more than a possibility. Without being presumptuous, I venture the reason to be that he is diffident, fatally so: I have been almost forced to the conclusion that he lacks ambition; either that or he embraced the ring as a whole time profession too late in life. There is something radically wrong in his fighting make-up, else he would be more than a moderate British champion.

Phil Scott may answer: "I have made few failures."

Very true, if the result of this and that bout in which he has engaged, must alone decide; but it is the manner of his achievements that have bred doubt and dissatisfaction. It is possible to see merit in every failure, because of the tale of gallantry it was told: there are victories that carry no conviction.

Finality, The Object  
I may be taken to task for the every importance I attach to the passion for fighting. "I would have it understood, however, that I am not obsessed by the knock out punch. Merely do I hold the possession of it to be absolutely

necessary and that from the sound of the gong it must be the primary business of a fighter, whatever his poundage, to endeavour to produce it. In a well-ordered way and after scientific principles, of course; that is, by the exercise of wits and skill to open up a way for the deliverance of a punch calculated to bring victory.

I am not with those who would have fights decided by points, neither am I for reducing fighting to a thing of wild fury, but emphatically do I insist that in this sport of man against man, every regard should be paid to the art of punching in a way most likely to produce finality. There is nothing brutal in the popular idea of estimating a fighter by the brute force his physical enormity suggests. I have but little tolerance for those who set out to see a fight because two men are giants, for that is to revel in the expectation of witnessing something "horrid."

I give this assurance; the men I have knocked out have been the least hurt, for in many instances I have been fortunate enough to put them out of action quickly and at a moment when they have been freshest and strongest. And if, as I suspect, Scott has it not in his heart to go in and "kill," as they say, then he is fatally squeamish.

Again, it will be agreed, the fighter who makes something of a habit of producing quick results is he who is in most demand. He gets more fights and necessarily makes most money. A policy of safety I would always encourage, but ultra caution begets dullness, leaving the fighter without personality, which for the purpose of the ring, I would define as "magnetism," a priceless asset and one which, if not vouchsafed by the gods, may be cultivated.

#### Empty Field

The coming of Scott into the arena was at a period when the heavy-weight stock of the world was less formidable than it had been for years, for then Dempsey, to say nothing of myself, may be said to have had his greatest day. Harry Wills, the Black, was nearing to, if he had not definitely reached, the end of his tether; Tom Gibbons and each and everyone of the rest had passed their best. With the retirement of Jack Bloomfield, Britain boasted no considerable heavy-weight and in the condition of things when Scott took the field, he had boundless opportunities, which I am afraid he has not embraced; and which, most tantalising, he would have embraced had he realised that in every physical particular he was richly endowed.

After having twice beaten Tom Heeney he should not have been content to leave the New Zealand free to exploit the American continent. Scott should have followed him to the States and by persistence, which must have its reward sooner or later, proved to the satisfaction of Tex Rickard that he and not Heeney was the fighter best fitted to go war against Tunney.

In a world's sense, Scott, I am afraid, has missed the boat. I will not say that he has wasted all his chances, but I feel sure that if he still has designs on the title vacated by Tunney, he will continue to miss the substance for the shadow if he only concerns himself with the heavy-weights of Europe. His victory over Haymann brought him no advancement: on the contrary, if he had been paid to the critics, he has, if anything, taken to back-sliding.

#### JOHNNY ALBA BEATS JIM CARTLIDGE

A splendid fight was witnessed in Colombo when Johnny Alba, the Philippine champion, met Chief Stoker Jim Cartlidge of the R.N. and defeated him in a fifteen round contest.

The fight between Gnr. Mayo and Clever Mauro was interesting from the beginning. Mayo won the fight, which lasted the full eight rounds.

Miss Eileen Bennett will not represent Britain in the Wightman Cup at New York, her parents declining to spare her from home for so long a period.

### BASEBALL

#### HANDICAP OF GROUND IN THE COLONY

It is learned that the Baseball Association are taking steps to make representations to enjoy the use of a piece of ground at Caroline Hill for the purpose of League games. It is pointed out that the ground in question is used mainly by the Naval units for football, but when the warships go north in the summer this ground is seldom used. It might form a suitable diamond if arrangements for its use could be effected with the responsible authorities. It would be a pity to see the sport fall into abeyance for the lack of a suitable ground.

### SPORTS CLUB

#### TO MEET THE K.C.C. AT LAWN BOWLS

A friendly match at lawn bowls is being arranged between the Sports Club and the K.C.C. and will be played on Wednesday afternoon next. It is expected that three rinks each will take part.

### BOOKMAKERS' GAIN

#### DERBY DAY TAKINGS AMOUNT TO £6,000,000

A London bookmaker, Mr. James Sutters, declares that 20,000 bookmakers won £6,000,000 from the British punters on Derby Day. During the whole of the Epsom meeting, backers lost up to £8,000,000.

In the Derby, professional punters put all their money on eight horses, none of which was placed. Cragadour alone carried £2,000,000; he adds: "It was one of the greatest and most tragic gambles in turf history. I do not know of one professional backer who was on either Trigo or Brienz."

### PUPIL BEATS MASTER

#### NEW PROFESSIONAL FOR ALL-ENGLAND CLUB

The All-England Club have paid an ex-Wimbledon ball boy, Daniel Maskell, a great compliment by appointing him permanent professional at Wimbledon.

Maskell created a great surprise by beating his mentor, Charles Read, in the British Professional Championship in 1927.



According to her father, Eileen Bennett, British tennis star, cannot accompany the Wightman cup players to America unless her mother goes along as chaperon. Of course, if Miss Bennett cannot play, her team will be seriously handicapped and serious efforts are being made to persuade Papa Bennett to allow Eileen to go chaperoned by the other members of the party.

### DOMESTIC TANGLE

#### HUSBAND ALLEGES WIFE DESERTED HIM

##### MAINTENANCE SUIT

On April 17 a Chinese failed in her summons against her husband for failing to provide for her, and for persistent cruelty, the Kowloon Magistrate, Mr. T. S. Whyte-Smith, dismissing the summons because the woman could not prove the allegations she made against her husband.

Yesterday the wife brought another summons against her husband, this time charging that he had neglected to provide her reasonable maintenance, he having failed to take her back since the last case.

The defence, as presented by Mr. J. M. Hall was that the woman had left the house without the knowledge or consent of her husband.

The Magistrate pointed out that according to the law at Home, there must be an absence of four years before a husband or a wife could be held to have deserted.

Mr. Hall submitted that, according to the Chinese Marriage Preservation Ordinance, if a wife left her husband even for a week without his consent she was not entitled to be taken back.

The case was adjourned.

### NUMBER PLATE

#### MOTOR REAR LIGHT TEST CASE

A test case of interest to motorists was decided by a King's Bench Divisional Court in mail week, when the judges allowed the appeal of the superintendent of police at Darwen, Lancashire, against a refusal of the Darwen Magistrates to convict Mr. Norman Marsden Entwistle, of Bolton-road, Darwen, for an offence under the Road Vehicles (Registration and Licensing) Amendment Regulations 1928.

The offence was driving a motor-car at night without having the rear number plate illuminated so that the numerals and letters might be identified.

Mr. Ralph Etherton, who argued that the bench should have convicted Mr. Entwistle, said that he had a rear lamp on his car which showed a red light, but it did not illuminate the number plate.

Justices' View  
The Justices held that the regulations made by the Minister of Transport under powers given to him by section 12 of the Roads Act 1920 were ultra vires because they were revoked by section 11 of the Road Transport Lighting Act 1927.

Mr. Etherton contended that under the regulations there must be two kinds of rear lights. A red one to show where the car was, and a white one to illuminate the number plate.

The Court ordered the justices to convict Mr. Entwistle of an offence.

Lord Hewart said the Act of 1927 revoked all powers given to local "or other authority" to make regulations about the lighting of motor-cars. It was suggested that the words "or other authority" included the Minister of Transport, but he could not agree with that. It was plain that the Act gave the Minister powers to make all sorts of regulations.

Sir Sidney Barton before leaving Shanghai, was the guest of honour of the Zero Club, when among the others present were Admiral A. K. Waistell and officers of H.M.S. "Kent." In proposing the toast of the guest the Chairman, Mr. N. L. Sparke, recalled the fact that in 1928 Sir Sidney had performed the opening ceremony of the club. They regretted his departure, as nobody had done more for Shanghai—for the foreigners living in it and incidentally for the Chinese. He hoped that it would be possible in the future to see Sir Sidney back in China—at the capital. Sir Sidney Barton suitably replied.

### P. O. EMPLOYEE

#### ALLEGED THEFT OF REGISTERED LETTERS

##### HEARING TO-MORROW

Jose Antonio Mariano de Sousa, formerly a clerk employed in the Post Office, who is charged with the theft of registered and insured letters, one of which was stated to contain 10,000 Yen, made another appearance before Mr. E. W. Hamilton, at the Central Magistracy yesterday afternoon.

Mr. L. R. Andrewes, assistant Crown Solicitor, indicated that he would have 17 witnesses to call for the prosecution, and that the proceedings would probably take three or four afternoons.

His Worship fixed the first hearing of the case for 2.15 p.m., to-morrow.

In the present days of stress (says the "N. C. Daily News") we may, perhaps, be permitted to reprint the following comments on the post office ban from an independent source—a man of position in Peking: "Those now in authority do not seem able to recognise their best friends nor the value of helpful criticism. I have read all the leading articles carefully and have been impressed with their fairness and correct diagnosis of the true position. Mr. Sokolsky's articles have also struck me as being illuminating and to the point; and altogether I have felt my indebtedness to the 'N.C.D.N.' greatly increased." This, we may add, is by no means the only tribute which the Chinese Government's action has brought us, says our Shanghai contemporary, which has since had the ban removed.

### WATER SUPPLY

#### Level and Storage of water in Reservoirs on June 1, 1929.—CITY AND HILL DISTRICT WATER WORKS.

|                          | 1928           | 1929      |
|--------------------------|----------------|-----------|
| Tytam .....              | Level 30' 5" B |           |
| Tytam Byewash .....      | Level 27' 8" B |           |
| Tytam Intermediate ..... | Level 59' 8" B |           |
| Tytam Tuk .....          | Level 10' 7" B | 98' 11" B |
| Wong Nei Chung .....     | Level 40' 1" B |           |
| Pokfulum .....           | Level 38' 8" B |           |

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow"]  
Storage in millions and Decimals of gallons.

|                          | 1928   | 1929   |
|--------------------------|--------|--------|
| Tytam .....              | 334.80 | 176.80 |
| Tytam Byewash .....      | 22.37  | 11     |
| Tytam Intermediate ..... | 135.80 | 10.02  |
| Tytam Tuk .....          | 117.15 | 43.42  |
| Wong Nei Chung .....     | 30.84  | .88    |
| Pokfulum .....           | 68.00  | 4.42   |

Total .....

|                              | 1928          | 1929     |
|------------------------------|---------------|----------|
| Kowloon Reservoir .....      | 10' 1" B      | 43' 1" B |
| Shek Lai Pui Reservoir ..... | 2' 6" B       | 33' 3" B |
| Reception Reservoir .....    | Level 4' 6" B |          |

Storage in millions and Decimals of gallons.

|                              | 1928   | 1929  |
|------------------------------|--------|-------|
| Kowloon Reservoir .....      | 351.63 | 49.00 |
| Shek Lai Pui Reservoir ..... | 108.02 | 18.45 |
| Reception Reservoir .....    | 33.15  | 22.00 |

Total .....

Consumption of water in Kowloon in millions and decimals of gallons during the month of May.

|                            | 1928    | 1929    |
|----------------------------|---------|---------|
| Consumption .....          | 107.15  | 94.78*  |
| Estimated population ..... | 155,230 | 170,320 |

Consumption per head per day .....

\* Does not include water sent to Hong Kong.

Full Supply in all districts during May 1928. During whole month of May 1929, the supply was shut off nightly from 6 p.m.—6 a.m.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall to May 31, 1929, 88.15; May 31, 1928, 10.18.

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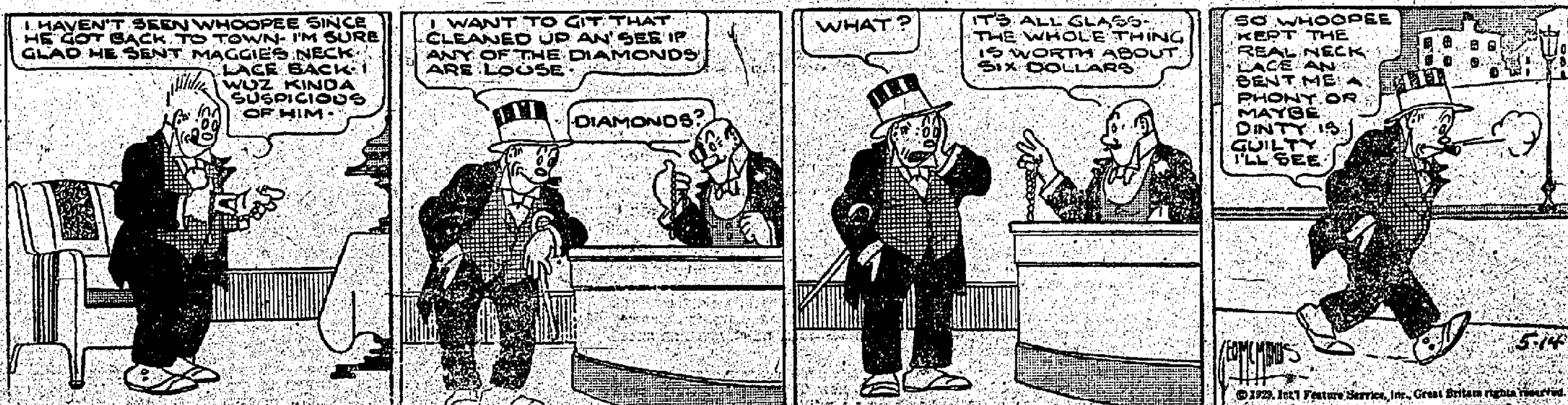
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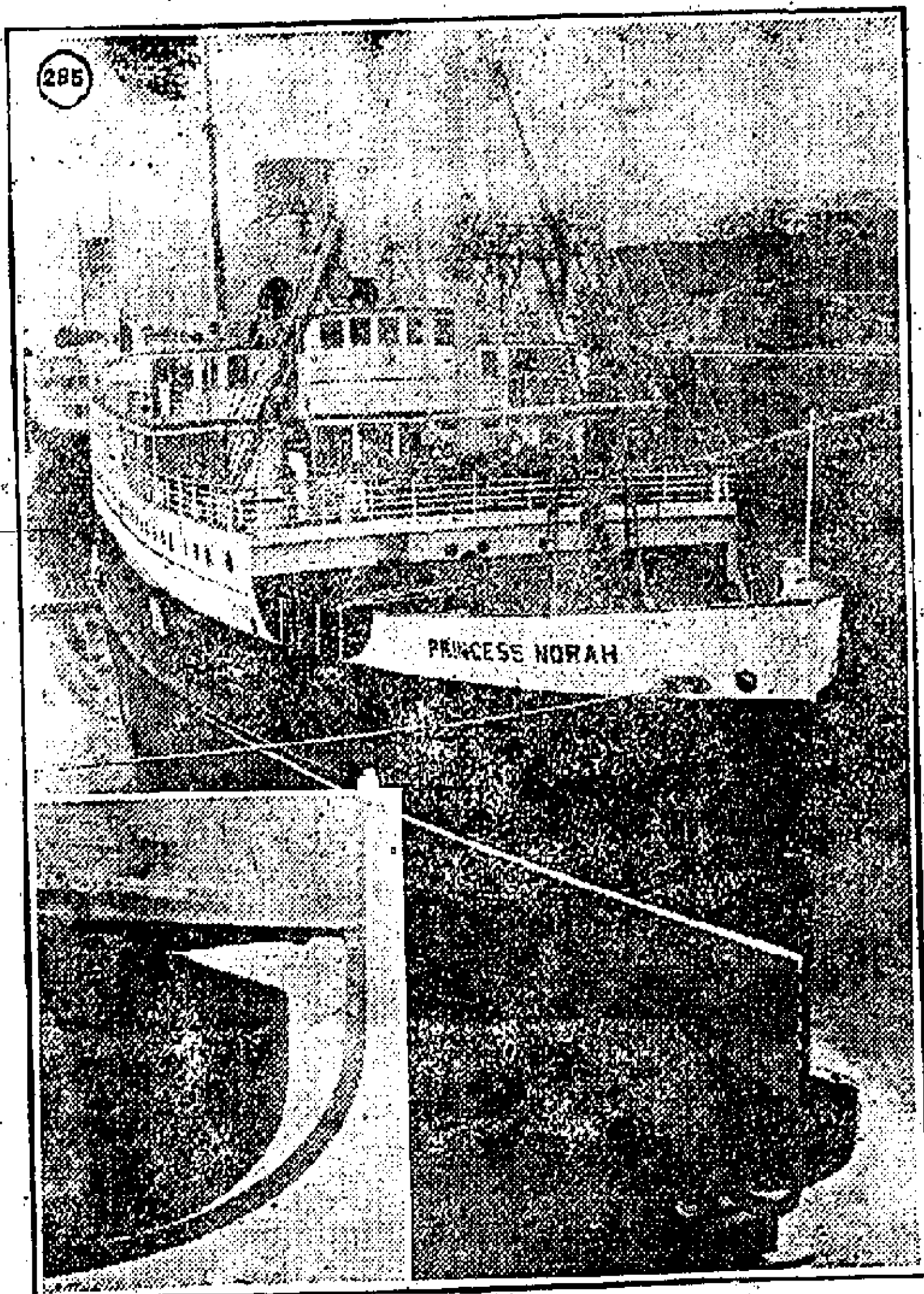
### BRINGING UP FATHER.





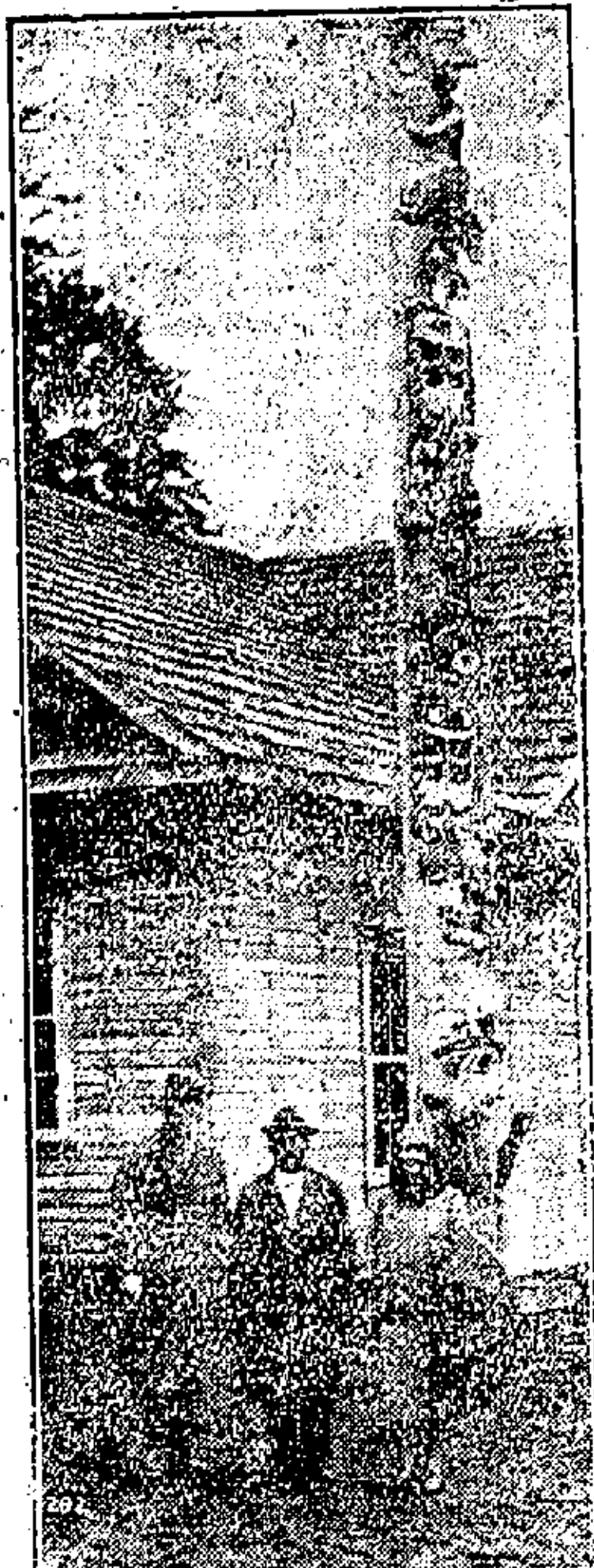
# WORLD NEWS IN PICTURES.

Follows Her Nose



A bow rudder is a unique feature in the equipment of the Princess Norah, latest addition to the fleet of the British Columbia Coastal Steamships of the Canadian Pacific Railway. This facilitates the control of the vessel in the narrow channels in Pacific coastal waters and between Vancouver Island and the mainland linking the ports of Vancouver, Victoria, and Seattle.

Vice Regal Totem



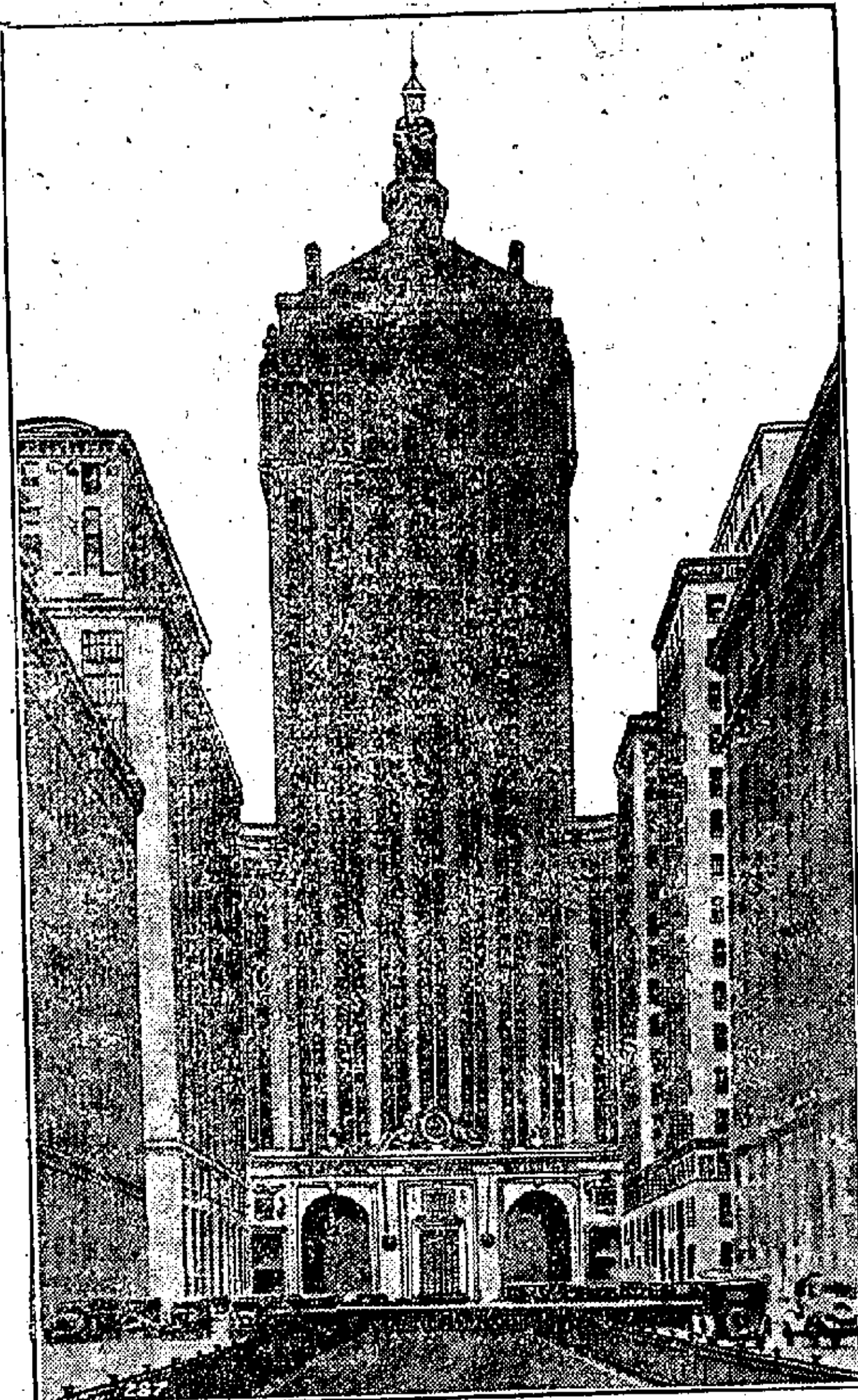
Their Excellencies Lord and Lady Willingdon are photographed with "Captain Jack" who, on behalf of the Indians of Friendly Cove, presented them with the forty-foot totem pole on the occasion of their tour of the west coast of Vancouver Island on the initial voyage of the Canadian Pacific S.S. Princess Norah.

Captain E. Gillam



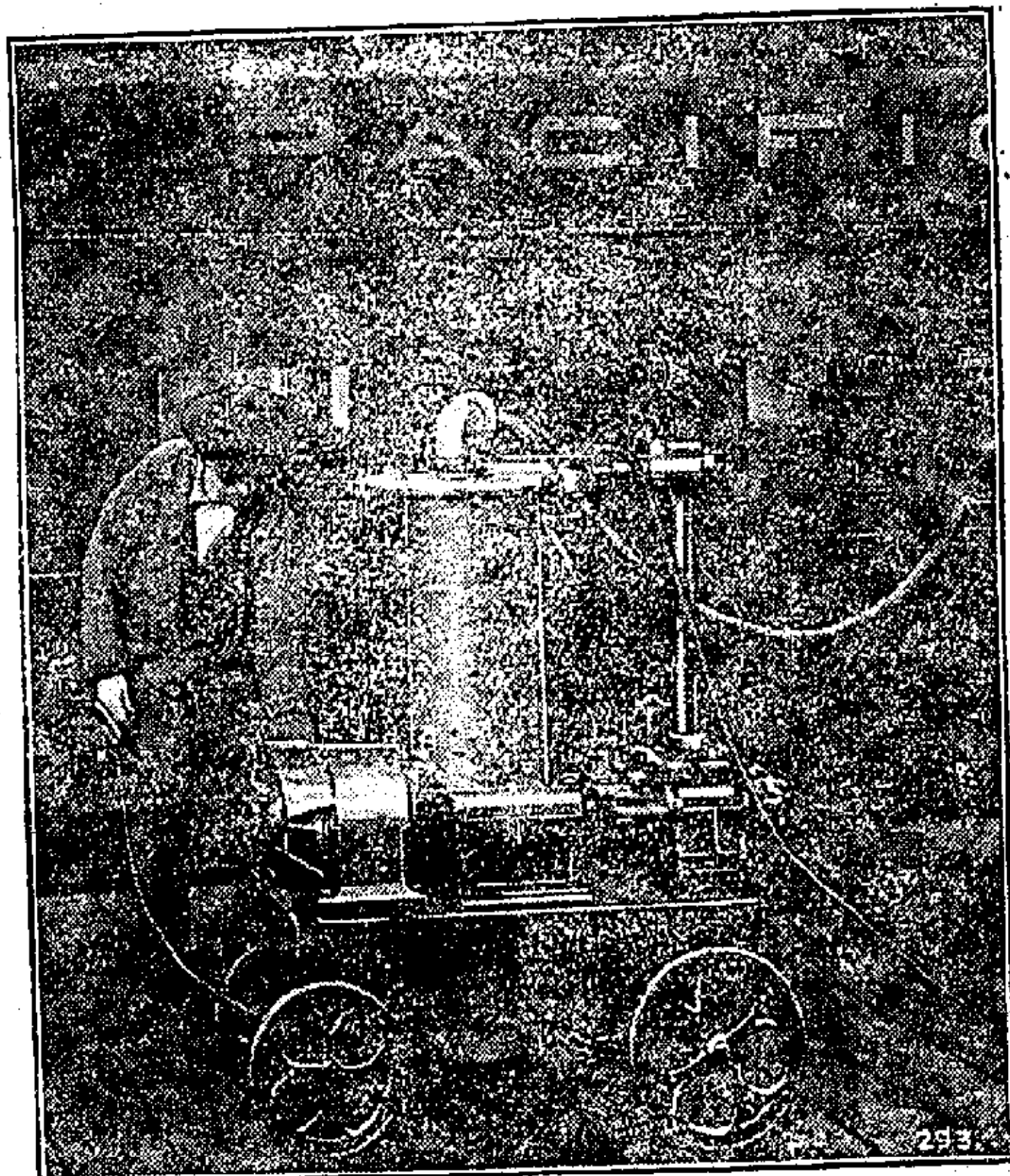
Who for many years has been piloting vessels of the B.C. Coast Steamship service, in and around the west coast, has been transferred to captain of the Princess Norah, newest ship in that particular service. He first took the bridge of the Norah when the Vice-regal party were guests of the Canadian Pacific Railway on a four-day cruise up the west coast of Vancouver Island.

The Gateway of C.P.R. Connections to New York



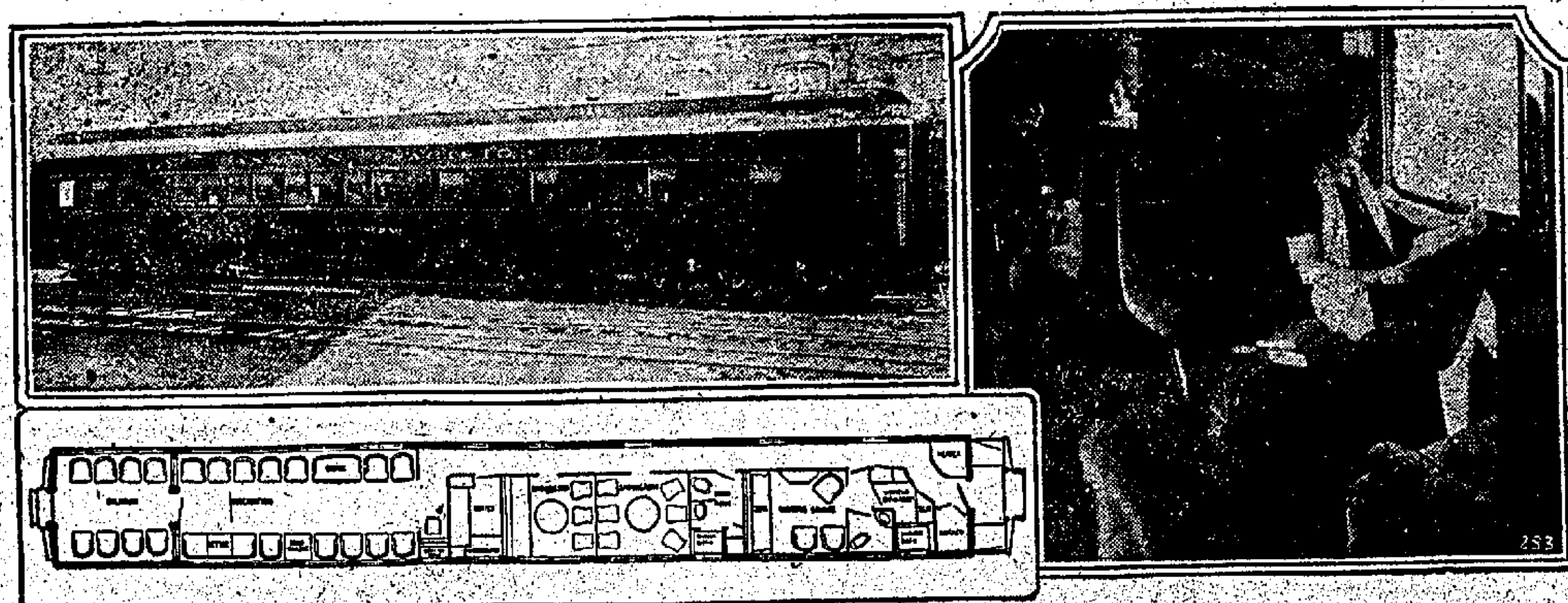
At the heart of New York, at 42nd Street is the New York Central Station where Canadian Pacific trains from Montreal and Toronto arrive and depart. The above is a photo of the New York Central building which is a part of the station building and is one of the outstanding buildings in a city of wonderful buildings. Standing almost forty stories high at the head of Park Avenue, it rises well above the high buildings surrounding. It is of gold relieved by brilliant reds and greens and when lit by a battery of flood-lights at night it is one of the beauties of New York and can be seen for many miles around.

Spring Cleaning All Year



One of the fleet of vacuum trucks used by the Canadian Pacific Railway to help maintain the standard of cleanliness demanded for all its services. After each run, every square inch of carpet and upholstery is thoroughly cleaned, all movable portions, such as seats being taken out and treated by air. An army of cleaners are maintained at all terminals.

The Sun-Bath—Shower-Bath Limited



HIGH officials of the Canadian Pacific were much relieved when Dr. Ernest French, the Harley Street specialist, ratified the statement originating in London to the effect that mustard plasters were as beneficial as ultra-violet rays. During a long winter the Company has been engaged in building for use on the Trans-Canada special Solarium-Lounge cars equipped with "vita glass" windows which will admit the most beneficial sun-rays. It almost came to the question of whether the Company would scrap the new equipment and issue Mustangs to its patrons.

The new cars, designed for the rear end of the limited trains, will be the most magnificent cars ever to be used on a non-premium train on the continent. Given over entirely to the free use of the passenger, the lounge cars, besides the Solarium feature, have the added attraction of bath-rooms for men and women, completely and lavishly

equipped, separate lounge and smoking rooms, a buffet and a large observation room with tapestry covered chairs, divans and settees. There are, of course, ample writing facilities and a small library. The sleeping cars designed for this train are also "different." Finished in brown, a color note which is carried out in the upholstery, curtains and carpets, these cars contain in addition to the usual public space, two compartments, a drawing room and eight sections. Each section, as will be seen from the illustration above, is separated from its neighbour by a permanent head-board, which gives an added degree of privacy to the occupant.

With the locomotive, and complete with every modern comfort and safety appliance and device, the new Trans-Canada trains each represent an investment of well over a million dollars.

Presented at Britain's Court



Mrs. George Barnett, left, wife of Major-General George Barnett, commander of the U.S. Marines during the War, and Miss Margaret McKittrick, daughter of Mr. and Mrs. Thomas H. McKittrick, and niece of Mr. F. Sterling, Minister to the Irish Free State, were presented to the British court by Madame Schamer, wife of the German Ambassador to Britain.

To Serve on Committee



Frank J. Loesch (above) of Chicago, First Assistant State's Attorney for Cook County and Vice-President of the Chicago Crime Commission has been named by President Hoover to serve on the National Law Enforcement Commission.

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1929 ISSUE

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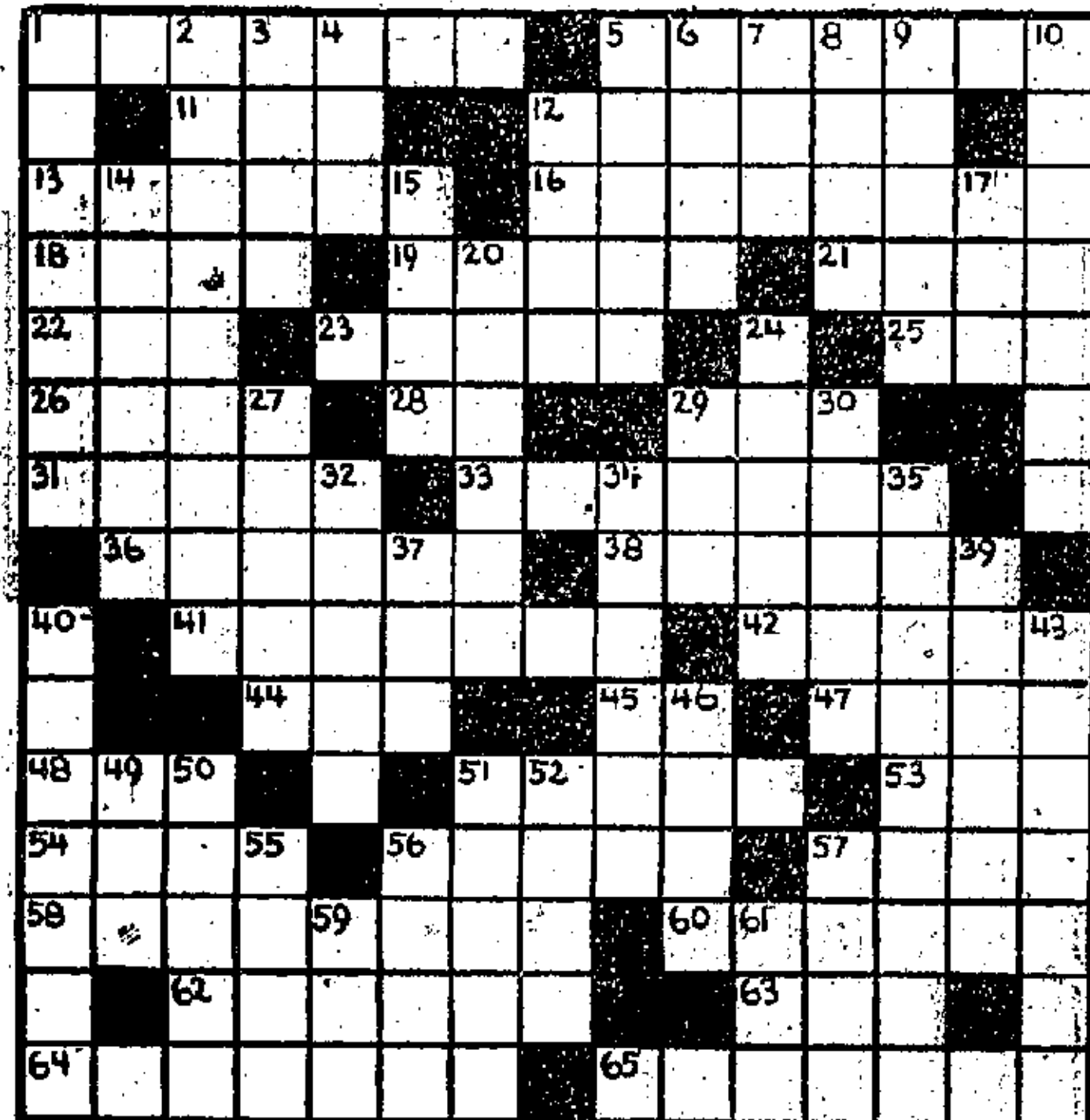
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## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- HORIZONTAL**
- Moved with a whatling sound
  - Clustered
  - Gaselle of Tibet
  - Partridge
  - Disappears
  - Marked
  - Image
  - Sign
  - Rendered vocal music
  - Partials
  - Fashioned firmly
  - Shattered side
  - Snatch
  - Dental Surgeon (abbr.)
  - Watch-pocket
  - Spanish title of courtesy
  - Characteristic
  - Writer
  - Rates
  - Sanction
  - Lawful
  - Inolite
  - Field Marshal (abbr.)
- HORIZONTAL (Cont.)**
- Identical
  - Measure of length
  - Fear
  - Coarse cloth
  - Inspired with fear
  - Sidelong glance
  - Main point
  - Fragile
  - Coup
  - Journey
  - Tumor
  - Disperses
  - Grazes
- VERTICAL**
- Money saved
  - Lack of knowledge
  - Spanish title of courtesy
  - Characteristic
  - Writer
  - Rates
  - Sanction
  - Lawful
  - Inolite
  - Field Marshal (abbr.)
- VERTICAL (Cont.)**
- Address greatly
  - Point of compass (abbr.)
  - Assemble
  - Restricted to a particular place
  - Carried
  - Interjection
  - Uncovers
  - Crest of a roof
  - Nominate
  - Embrace
  - Swamp
  - Fine table linen
  - Violent speeches
  - Epistles
  - Large quantity
  - To be indebted
  - Alloyed deposit at mouth of river
  - Hinder
  - Bobbin
  - Soil
  - Wash
  - Expanded
  - Animal
  - Pair

**SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES**  
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

## TO-DAY'S RADIO

BROADCAST BY  
Z. B. W.  
ON 350 METRES

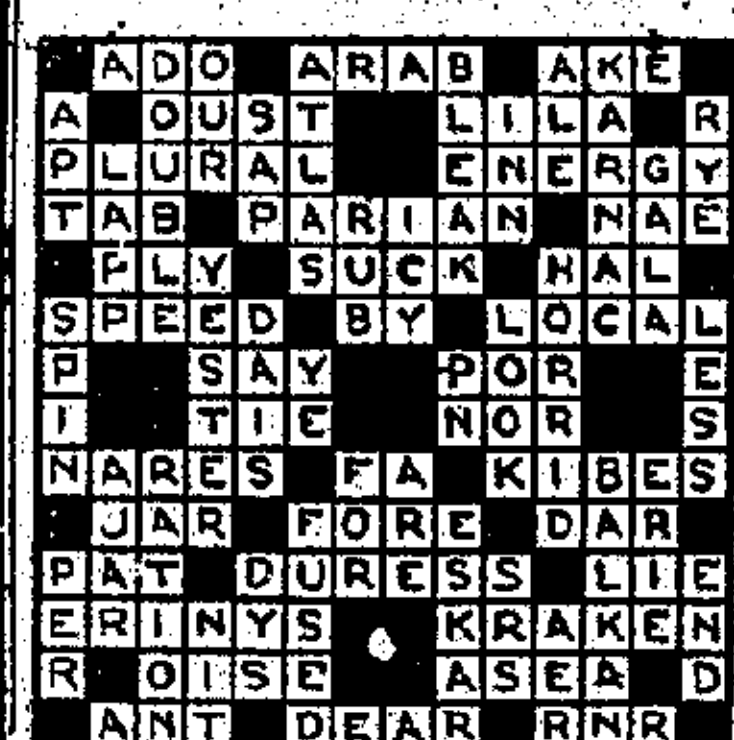
The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.  
5.30-6.30 p.m. — Programme of Chinese Music. (Records supplied through the courtesy of Sincere Co., Ltd.)  
7.45 p.m. — Evening weather report.  
8 p.m. — Evening programme of Chinese Music relayed from Sincere Co., Ltd.  
10.30 p.m. — Close down.

## SMUGGLERS FINED MILLIONS

Cologne, June 20.  
Fines totalling 6,000,000 marks were imposed on 17 members of a band of smugglers who for years defrauded the state by smuggling goods into Germany from Holland.

Trans-ocean-Kuo Min.  
Miss R. Spry has been appointed to act as a Nursing Sister, Medical Department, Johore.

## YESTERDAY'S SOLUTION



## KREISLER HONOURED

Glasgow, June 20.  
Glasgow University has conferred an honorary doctor's degree on the famous Austrian violinist, Fritz Kreisler. — Trans-ocean-Kuo Min.

The wedding took place at St. Mary's Church, Kuala Lumpur, of Mr. H. W. Palmer, of the Locomotive Department, F.M.S. Railways, Kuala Lumpur, and Mrs. T. L. Bain, widow of Mr. H. J. Bain, of Kuala Lumpur. The Rev. F. W. Reynolds officiated, and the bride was given away by Mr. A. E. Pattinson.

## SUPREME COURT

## REPORT OF REGISTRAR FOR 1928

## FEWER ACTIONS

The Report of The Registrar of the Supreme Court for the Year 1928 states:—

1.—Original Jurisdiction  
Three hundred and twenty (320) actions were instituted in this division of the Court during the year 1928, as against 410 in 1927. One hundred and thirty six (136) were disposed of during the year and 81 were settled or withdrawn before trial as against 185 and 80 respectively in 1927.

The claims amounted to \$2,994,331.20.  
The debts and damages recovered amounted to \$1,200,768.02, as against \$2,651,486.11 in 1927.  
The fees collected amounted to \$14,924.50, as against \$18,760.80 in 1927.

2.—Summary Jurisdiction  
Two thousand and ten (2,010) actions were instituted during the year as against 1,857 in 1927.  
The cases were disposed of as follows:—Settled or withdrawn 531, Judgment for the Plaintiff 945, Judgment for the Defendant 48, Nonsuit 8, Struck off, Dismissed or Lapsed 44, and Pending 434; as against 447, 861, 46, 8, 47 and 448 respectively in 1927.

The claims amounted to \$589,941.93, as against \$667,994.12 in 1927, and the amounts recovered were \$284,808.69, as against \$251,690.09 in 1927.

The number of Rent Distress Warrants issued was 1,447, representing unpaid rents amounting to \$261,855.11, of which \$58,930.39 was recovered by enforced sales in 481 Warrants; as against 1,334, \$307,237.79 and \$80,569.92 respectively in 1927.  
Nine hundred and nine (909) Warrants were withdrawn on settlement between the parties as against 813 in 1927, and the remaining Warrants were cancelled or otherwise disposed of.

The fees collected amounted to \$22,377.20, as against \$20,966.70 in 1927.

3.—Criminal Jurisdiction  
There were 91 cases and 118 persons committed for trial at the Criminal Sessions, as against 112 and 199 respectively in 1927.

The number of persons actually indicated was 118 of whom 73 were convicted, 41 were acquitted, 3 discharged (case abandoned), and one person's trial was postponed. In 1927 the figures were respectively 112, 47, 39 and one bail forfeited.

4.—Appellate Jurisdiction  
Six appeals were lodged during the year.

Of the six, two were granted and the remaining four were withdrawn or settled.

5.—Admiralty Jurisdiction  
Twenty nine actions were instituted during the year.

In eight cases judgment was given for the Plaintiff, in three cases for the Defendant, fourteen were settled or withdrawn and the others are pending.

The fees collected amounted to \$1,379.65, as against \$650.25 in 1927.

6.—Probate and Administration  
Two hundred and forty eight (248) grants were made by the Court being:—

Probate ..... 104  
Letters of Administration ..... 144  
Total ..... 248

The figures in 1927 were respectively 138 and 161.

Court fees amounted to \$21,247.20 and Official Administrator's Commission to \$1,989.30. The figures in 1927 were \$18,917.20 and \$393.04.

During the year there were 321 Deceased Estates Accounts on the Court books. The invested funds for these Estates totalled \$7,000.00 and the cash balances \$183,232.89.

32 Accounts were closed during the year and 148 new Accounts were opened. Two Estates were transferred to Trusts Account.

7.—Official Trusts  
The number of Trust Estates in the hands of the Official Trustee at the end of the year was 25. The invested funds totalled \$165,894.50 and the cash balances \$7,321.60. One trust was wound up during the year and two new trusts were opened.

The amount of commission collected was \$753.67 as against \$151.02 in 1927.

8.—Registrar of Companies  
On December 31, there were 544 companies on the Hong Kong Register, of which 56 were in course of liquidation. During the year 70 new companies were put on the Register and 38 struck off. No company was transferred from the Shanghai to the Hong Kong Register and one company from the Hong Kong to the Shanghai Register.

The fees collected in respect of "China" companies amounted to \$89,341.76, and those in respect of other companies to \$18,152.90.

One firm was registered under the Chinese Partnerships Ordinance, 1911, and no firm was registered under the Limited Partnership Ordinance, 1912.

Deposits to the total value of \$3,833,000 have been made by Insurance Companies under the Fire and Marine Insurance Companies Deposit Ordinance, 1927.

9.—Fees and Commission  
The total sum collected during the year by way of fees and commission amounted to \$101,624.20 as against \$96,254.96 in the previous year.

10.—Staff  
Mr. Justice Wood, Puisne Judge, was absent on long leave from

## PLEASE DON'T WASTE WATER

April 28, to December 31, and Mr. P. Jacks, Land Officer, acted as Puisne Judge during this period.

Mr. H. A. Nisbet, Registrar, left the Colony on June 23, on long leave prior to retirement on pension and retired on pension on October 19, Mr. C. D. Melbourne, Deputy Registrar, acted as Registrar from June 23.

Mr. T. M. Hazlerigg, Treasury Solicitor, was appointed Deputy Registrar on April 1.

Mr. E. P. H. Lang was appointed Deputy Registrar on his arrival in the Colony on October 11.

Mr. W. R. N. Andrews, 1st Class Overseer, P. W. D., was appointed Accountant on April 1.

Mr. R. W. H. Maynard, Clerk to the Chief Justice, was absent on long leave from March 31, to December 31, and Mr. W. Thomson acted as Clerk to the Chief Justice during this period.

Mr. T. F. O'Sullivan, Second Bailiff, was invalided from the service on March 9.

Mr. W. J. Gorvin, Bailiff, left the Colony on June 8, on half pay leave prior to retirement and retired on December 9. Post abolished.

Mr. E. L. Stainfield, Clerk and Usher, returned from long leave on October 10, Mr. R. Cunningham, acting Clerk and Usher returned to Police on October 1.

Mr. E. A. Roberts, Clerk and Usher, proceeded to Shanghai on leave from April 11 to 30 and did not return. Mr. W. H. G. Hirst was appointed Clerk and Usher on probation on August 1.

## AIR MEDAL

Copenhagen, June 20.  
The International Aviation Congress was opened here by the Danish Foreign Minister who cordially welcomed the delegates of 21 countries. The gold medal for the highest aeronautical achievement was awarded to the noted Australian pilot Bert Hinkler.—Trans-ocean-Kuo Min.



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Probably the very best cure for such a condition is a long sea voyage. But few can afford either the time or the money for this. A method of treatment within the means of everybody, and which tens of thousands of sufferers throughout the

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## DR. WILLIAMS' PINK PILLS.

## NEXT CONVENTION

## THE NATIONALIST PARTY'S PROGRAMME

## LOCAL SELF-GOVERNMENT

Shanghai, Tuesday.  
The Central Executive Committee of the Kuomintang has fixed January, 1930 as the time to hold the fourth National Convention.

As the construction programme adopted and passed by the third National Convention must be entirely executed before the next session is to be called, the State Council of the National Government has instructed the Ministry of Interior to proceed immediately with the introduction of the local self-government system in all districts of the country.

Other items, including the geographical survey of the whole country, the taking of a census in different provinces and road construction, will be gone into and completed in five months.—Nan Chung Kuo News Service.

## FOUR NEW BILLS

## SECOND READING TO-DAY IN COUNCIL

The Legislative Council met in the Council Chamber this afternoon when the following bills were read the second time:—

An Ordinance to amend the law relating to the restriction of the loading, working and discharging of cargo on Sunday.

An Ordinance to amend further the Widows and Orphans' Pension Ordinance, 1908.

An Ordinance to amend the Jury Ordinance, 1887.

An Ordinance to authorise the Appropriation of a Supplementary Sum of \$292,104.79 to defray the Charges of the year 1928.

The first three were moved by the Attorney General (the Hon. Sir Joseph Kemp, C.B.E., K.C.) and the last by the Colonial Secretary (the Hon. Mr. D. W. Trautman).

The Colonial Secretary also moved that the report of the Finance Committee of the Council of June 20, 1929 be adopted.

## HINDENBURG NOT ILL

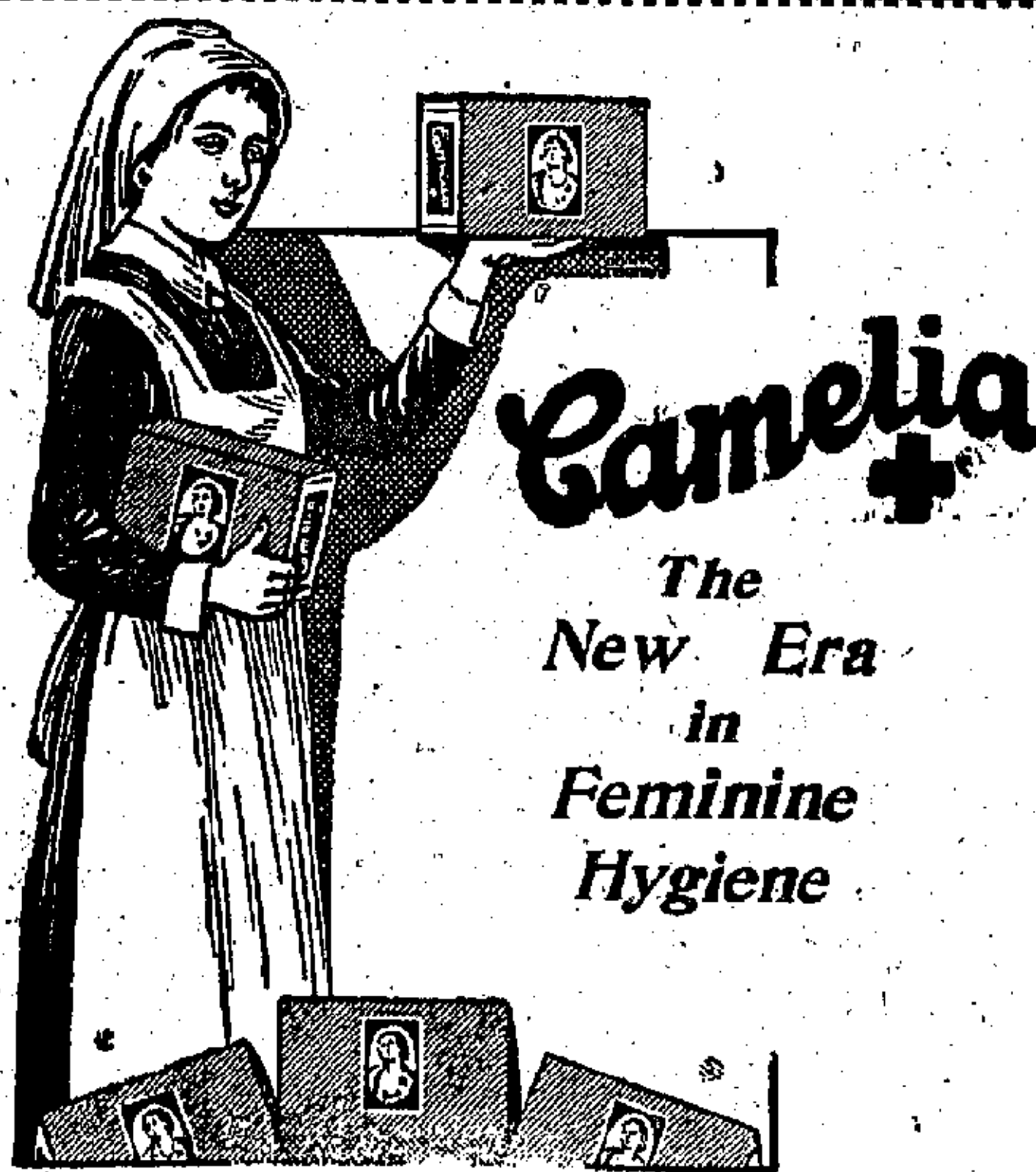
Berlin, June 20.  
Authoritative quarters categorically deny the rumours that President von Hindenburg is seriously ill.

It is pointed out that the President was naturally fatigued by the official duties in connection with the visit of King Fuad of Egypt, wherefore he has gone on a vacation to his estate, Neudeck, in Eastern Prussia.

The fact, however, that there he is going hunting every day is cited as evidence that he is regaining his strength and vigour.—Trans-ocean-Kuo Min.

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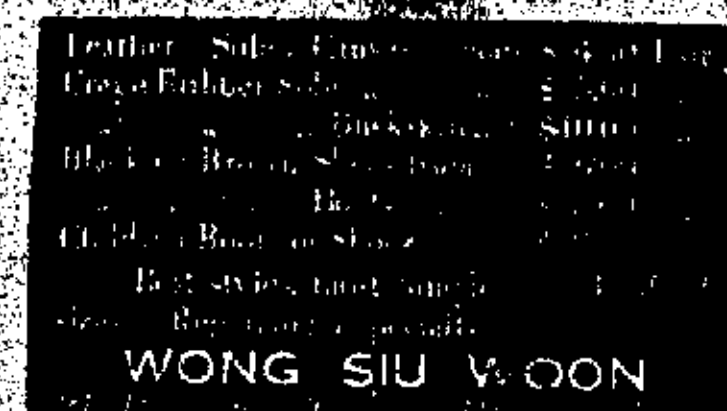
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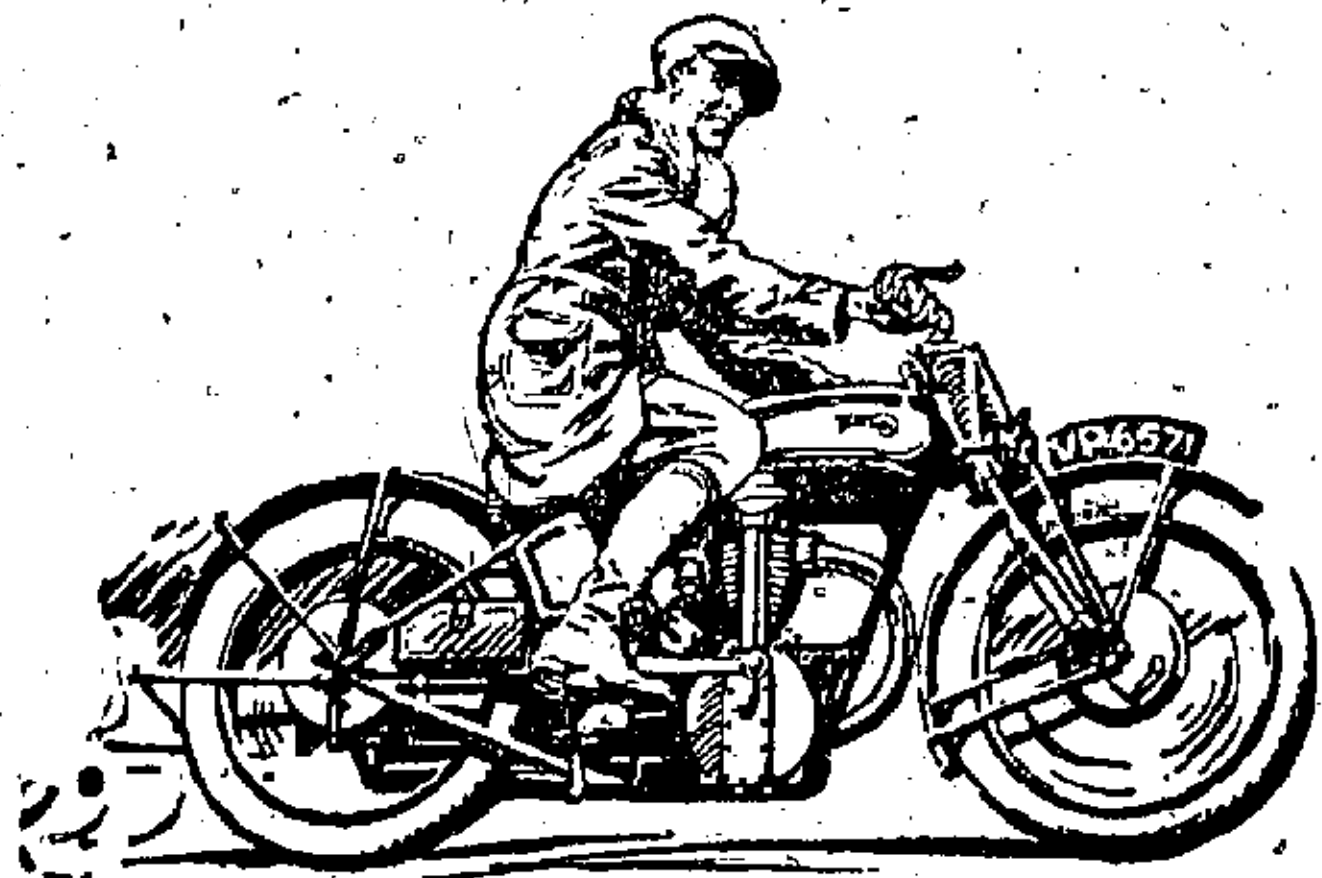
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# THE MOTORISTS' PAGE

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## CHRYSLER 75 SALOON

### "THE AUTOCAR" ROAD TESTS

In a sense the Chrysler "75" model is revolutionary, and few cars have caused so much argument and discussion as did this model on its first appearance. Chiefly, of course, this was due to the sudden radical change in the external appearance. The interesting point is that, whereas at first sight it was difficult to decide whether the car was really handsome or distinctly ugly, further consideration suggested that it was handsome from a three-quarter or front view but not so good to look at from the plain side aspect. Still further consideration revised this impression, since in course of time the side view did not appear so unusual as at first. Anyhow, it is beyond argument that the front of the machine is very attractive indeed.

The car itself is very interesting, and is an excellent example of the value offered for money in the American machines, when one recognises that its price is naturally augmented by a duty of considerable proportion, and when one realises also that it has a very good performance generally.

The engine is very smooth, very flexible, and, save for a slight, low carburettor hiss, is almost noiseless. How flexible it is can best be judged by the fact that the Chrysler is essentially an all-top-gear machine, and will pull on a gradient down to as low as 3 m.p.h., and yet get away afterwards without using an indirect gear and without slipping the clutch. That, in its turn means that the best way to handle the car is to engage top gear almost as soon as the machine moves from rest, leaving the indirect gears for service on an exceptionally steep hill. Let it be said that a judicious use of second on a steep gradient very appreciably increases the speed.

#### An Interesting Point

That introduces another interesting point. The unusual form of vacuum tank and suction pipe device which has been a feature of these cars for some years does not, in fact, seem to "dry up" after prolonged use of full throttle, whereas a great many vacuum tanks give signs of this trouble in exceptional circumstances.

The clutch is probably as good as it is possible for it to be made. It has no judder, is progressive and easy to operate. The gear-change is slightly easier at low speeds than at high speeds, and the knob of the long central gear lever comes very conveniently to the driver's hand when he is comfortably seated. The acceleration figures speak for themselves, especially the time given for top gear. The carburettor has no apparent "flat spot" whatever. A car as fast as this would be better, from the European point of view, if it had a decided castor action. That remark applies at speeds of 65 to 75 m.p.h., which, it may be granted, are outside the range of the average person, but the alteration would make the car a thought steeper for fast work and help the driver considerably on a sharp turn at low speed. The steering is very light, and the steering wheel has a thin rim, affording a secure grip.

Again considering the car from the point of view of its speed more effective shock absorbers would be of assistance, and especially would tend to damp out the slight surging effect that is caused on a rough road at medium speeds.

#### Brakes Good

The brakes are good and decided, and—an interesting point—the master cylinder adjusts itself if any oil is lost during running. A better effect can be obtained, also, if the pedal has considerable free travel before the shoes engage with the drums.

The suspension is good, there is not overmuch roll, and the body as a whole is very comfortable, the back seat especially, with a width of 7 in., giving ample room for three people. The front seat, being one inch narrower, is almost sufficient for three people as well. There is plenty of leg room too. The front seat is not adjustable, and the doors sometimes jam slightly when the car is new, both points are worth

## HANDY GUIDE

### "MOTOR CYCLING" MANUAL

The eighth edition of "Motor Cycling Manual" just published has been brought right up-to-date by extensive revision and re-illustrating. Developments in motor cycle design have been important and continuous, resulting in greater efficiency, economy of upkeep and improved appearance.

Whilst the subject is treated right from the beginning in so simple and readable a manner that a complete motorcycling education is provided for the novice, there is also complete information on the latest designs of motorcycles, engines, carburettors, valve gear, brake systems, transmission, frames, side-cars, electric lighting, accessories, etc.

The art of driving, the cultivation of "road sense" to meet modern traffic conditions and road work in general with a motorcycle or combination are fully dealt with, as also are maintenance and the care and upkeep of a motorcycle.

This thoroughly practical handbook is published by Temple Press Ltd., 1-15, Rosebery Avenue, London, E.C.1, price 2s. 6d. net and post free 2s. 10d.

## THE BOL D'OR

### HIGH-SPEED RELIABILITY TRIAL

The Bol d'Or, a twenty-four-hour high-speed reliability trial which was run over a circuit approximately 2.6 miles in length near St. Germaine on May 18 and 19, resulted in a success in the 500 c.c. class for a Gillet, ridden by Vuonen, whose average speed for the 422 laps which he covered was 45.67 m.p.h. A Rudge-Whitworth, ridden by James was second, the machine having covered the course 420 times.

First in the 350 c.c. class was a Monet-Goyon, which covered the course 397 times at an average speed of 42.96 m.p.h. Bruscoli (Velolette) came in second.

The average speeds of the first riders in the 250 c.c., 175 c.c., and 152 c.c. classes were 39.36 m.p.h., 29.25 m.p.h., and 26.58 m.p.h. respectively.

The 600 c.c. sidecar class was won by another Gillet, the average speed being 39.13 m.p.h. for 333 laps, while the 350 c.c. sidecar class winner's average speed for 321 laps was 34.73 m.p.h.

the while of the importers to bear in mind.

As is usual with cars of this type, the equipment is very complete. It includes an interior driving mirror, dimming device controlled from the steering wheel, suction-operated windshield wiper—which on the car tested worked at almost full throttle—a very neat and artistic instrument board having, among other things, a dial indicating the contents of the fuel tank, and indirect lighting, a spare wheel brackets, which can be locked, radiator shutters automatically opened and shut by a thermostat, in addition to a second thermostat controlling the water jacket circulation, spring shackles which will not wear, and a big luggage carrier at the back. The starting motor is not too cold morning, being able to pull almost straightaway. There is no question but that the Chrysler "75" is a car which stands out because of its performance, considering its size and type of body carried, and, as stated earlier, it is remarkable value for money.

## MOTOR RACING

### RESULT OF ARGENTINE CONTEST

That automobile racing in Argentina is vying in popularity with football, the country's national game, is apparent by the wide-spread interest attendant the many races that have been planned for this year. In past years custom in this South American republic has decreed that the driver winning the various races receive wide recognition for his skill in piloting his car, while the automobile itself was secondary.

With the increased number of American Automobiles in Argentina each year, public laudation is rapidly turning to the merits of cars that are necessary to successfully finish these events.

One of the most prominent races held so far this year was the Gran Premio Standard, which was run on April 19. The run was a round-trip between Buenos Aires and Mar Del Plata, a fashionable seaside resort. Only strictly stock model cars were permitted to participate in the 540-mile run. Miguel Viggiano, driving a Studebaker President Eight, was awarded first place in this popular event.

Studebaker cars first attracted attention over the route between Buenos Aires and Mar Del Plata February 20, 1928; when an Erskine Six established a new record for the course. Although the run was not under official observation, wide attention was attracted when the Erskine delivered Buenos Aires morning papers in Mar Del Plata nine hours earlier than the scheduled time.

The Erskine's average speed of more than 37 miles per hour over the muddy roads, drenched with heavy rains, was heralded as a miraculous feat for both the driver and the automobile.

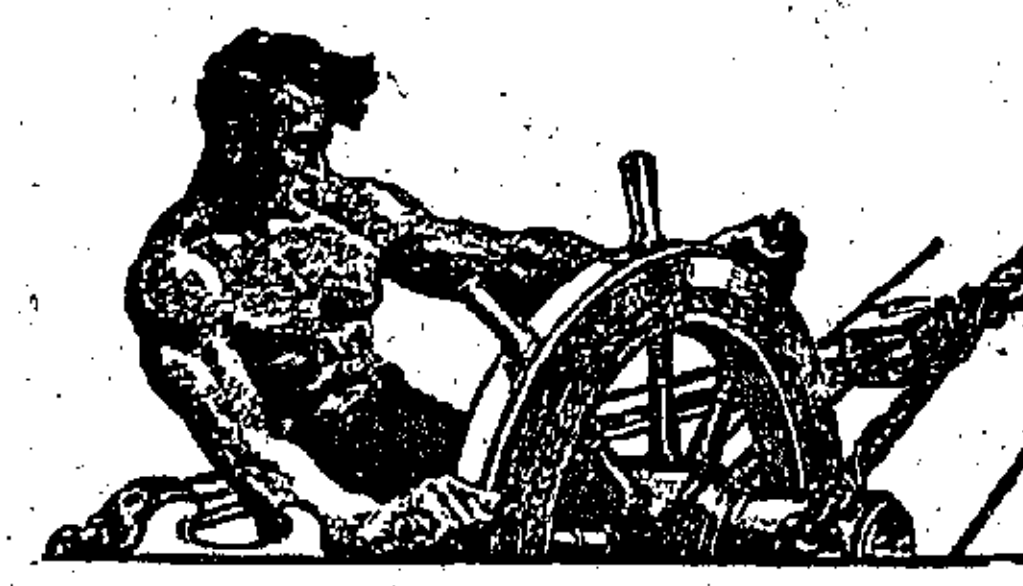
## ROAD USERS

Presiding at the forty-second annual general meeting of the Roads Improvement Association the Hon. Sir Arthur Stanley said that the British Budget proposals indicated that the Chancellor did not appreciate the vital importance to commerce and the community of an adequate road service. It was to be regretted that in his Budget speech, Mr. Churchill should have approached the question of the roads in a frivolous spirit. Chaffing Mr. Lloyd George about spending "£200,000,000 upon paying the unemployed to make racing tracks for well-to-do motorists to make ordinary pedestrians slip" was probably funny, but it did not help to solve the pressing problems of road transport.

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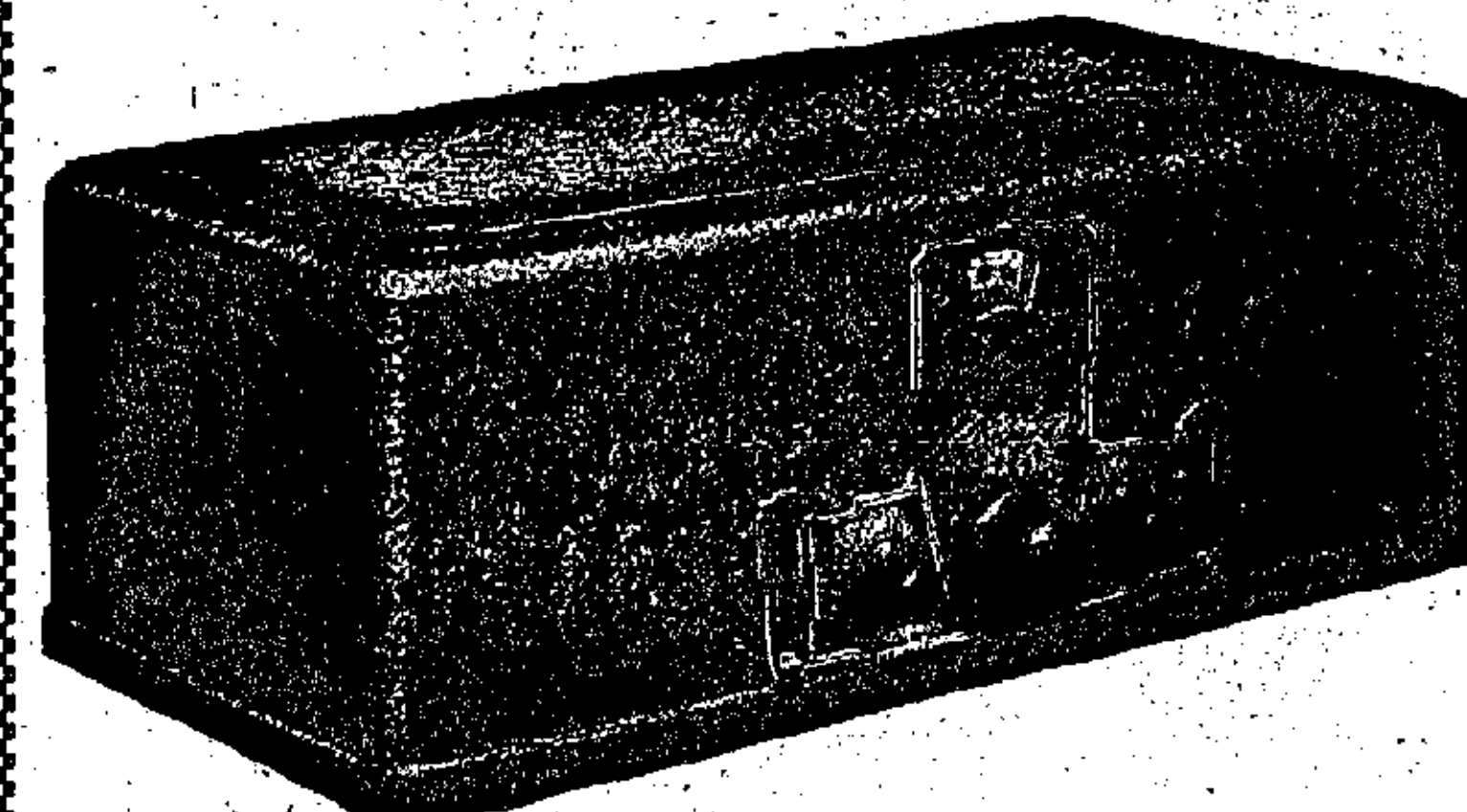
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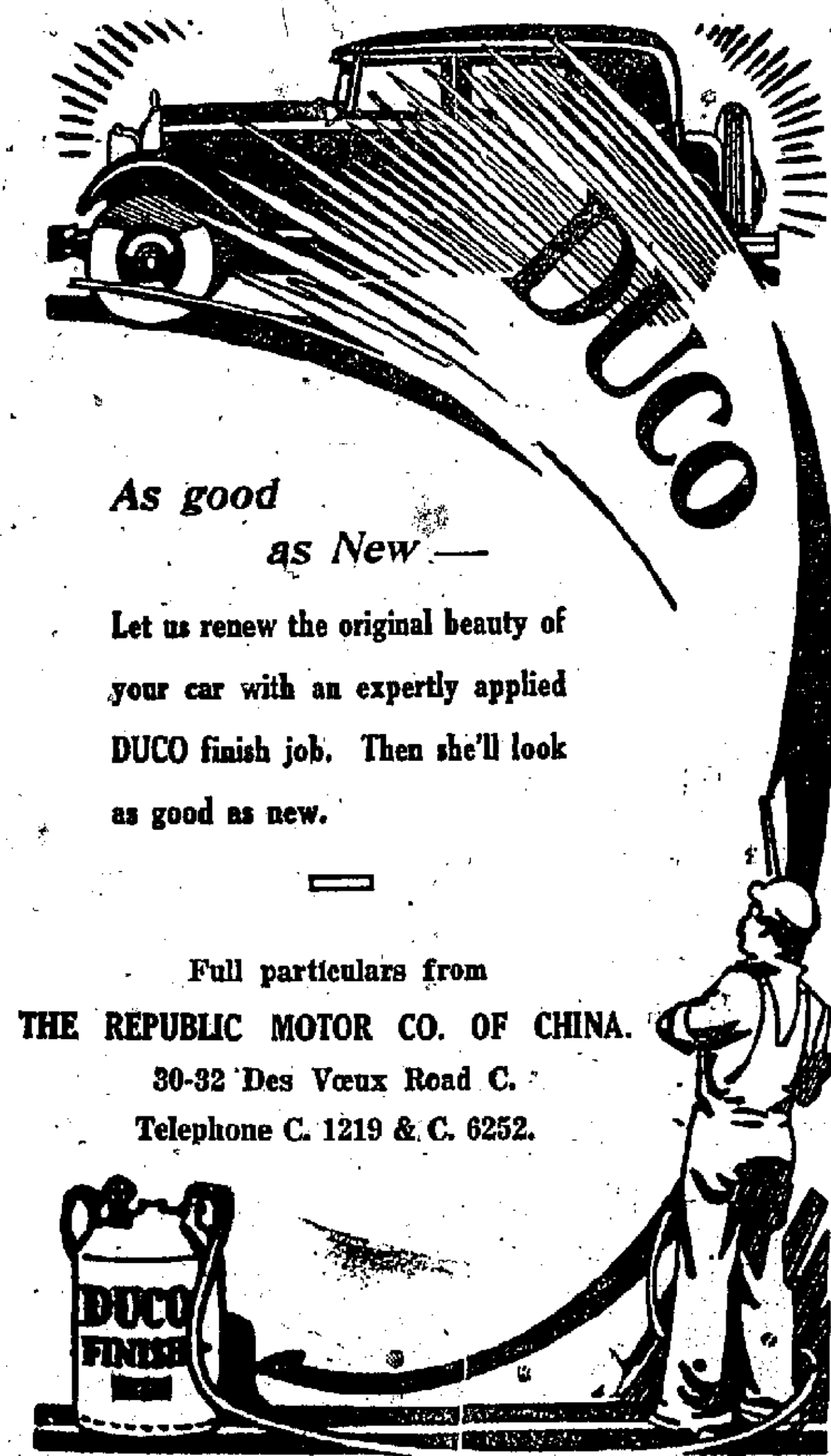
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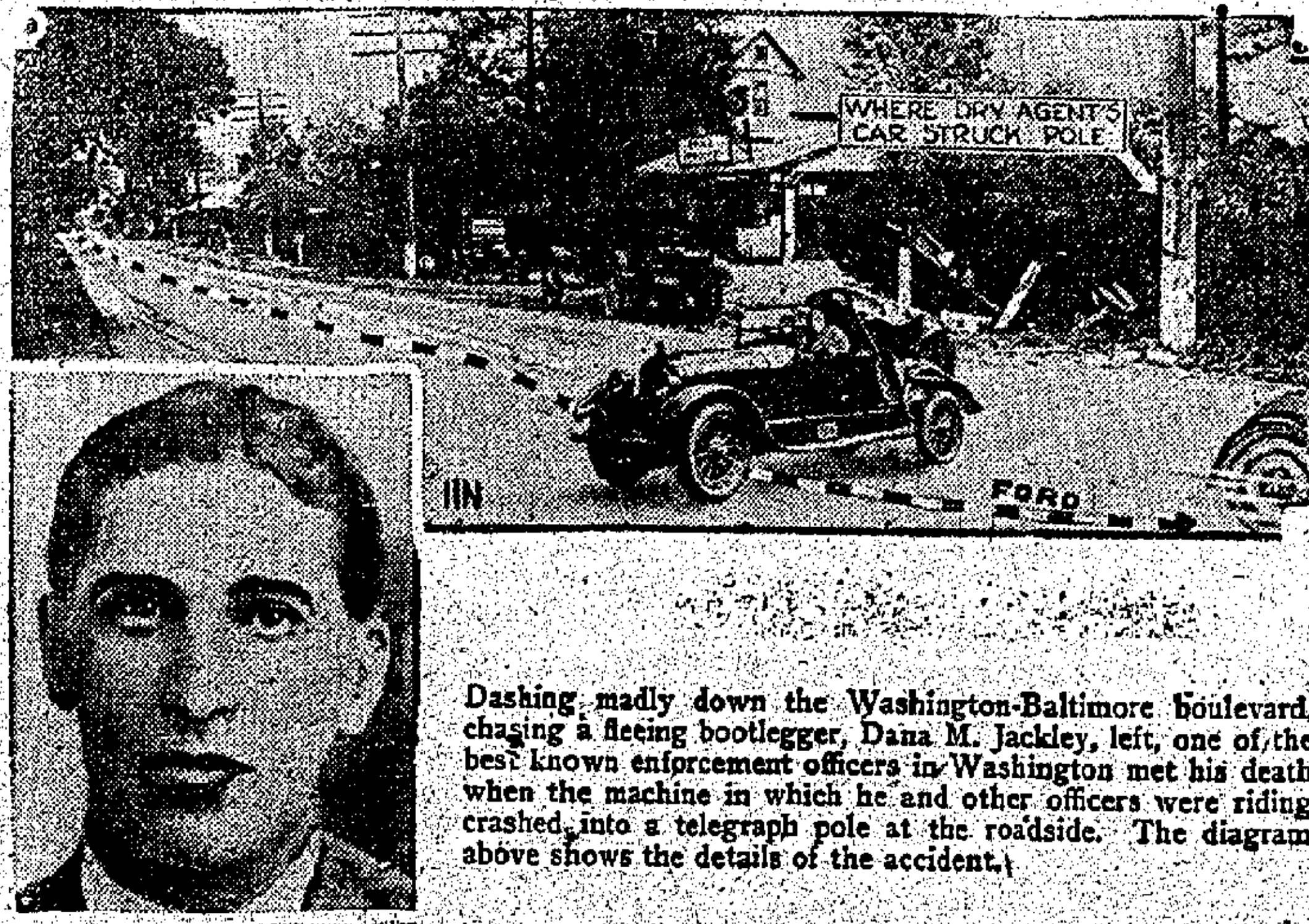
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Dashing madly down the Washington-Baltimore Boulevard, chasing a fleeing bootlegger, Dana M. Jackley, left, one of the best known enforcement officers in Washington met his death when the machine in which he and other officers were riding crashed into a telegraph pole at the roadside. The diagram above shows the details of the accident.

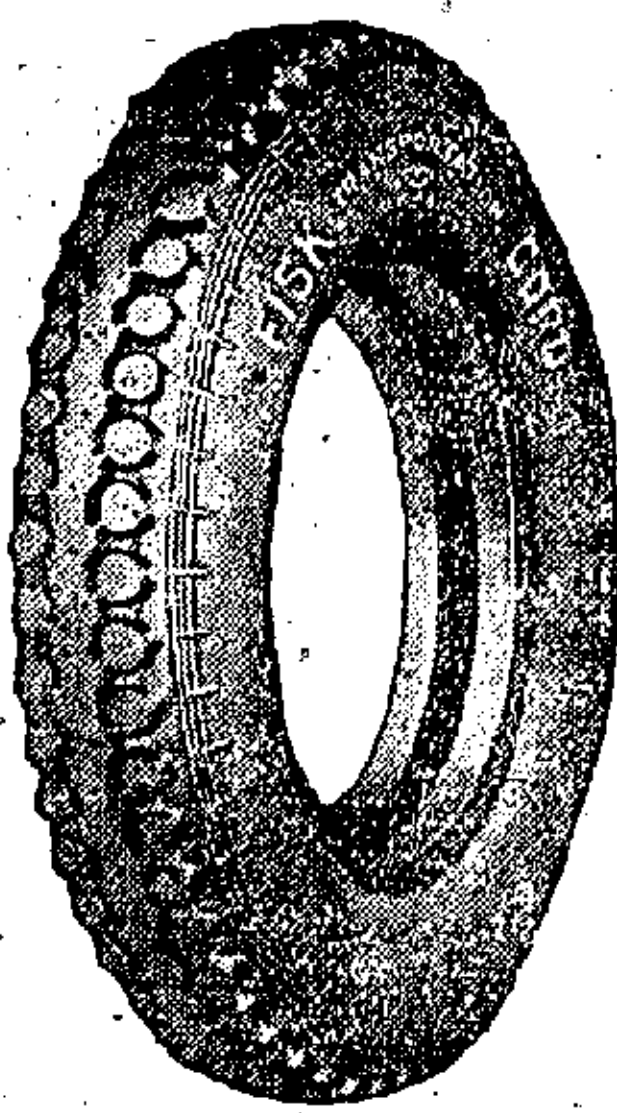


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### COMING OF THE CAR

"LIGHT LOCOMOTIVE" IN  
1896

THE ACT OF 1903

In 1896, an Act of Parliament, known as the Locomotives on Highways Act, received the Royal Assent. The Act of 1896 abolished the man with the red flag, and gave the light locomotive (under which heading was included the motor-car) the right to travel upon the highways at a speed not exceeding 14 m.p.h. The speed limit authorised by this Act is entitled to more than passing notice when we remember that we now have recorded a world land speed record of 231.36 m.p.h. upon a type of machine contemplated as recently as 1896.

In 1903, an Act known as the Motor Car Act was passed, which enabled the legal speed of 14 m.p.h. to be increased to 20, and required and enabled the appropriate Government department to issue orders governing the use and construction of heavy motor-cars, defining their axle weight, form of wheel construction, speed, &c.

Great complaints were made to the Government by the local governing authorities of the country of the ever-increasing cost of roads, and thus of the necessity for additional state assistance, and, consequently, in 1909, an Act was passed known as the Development and Road Improvement Funds Act, which set up a board known as the Road Board, and provided that body with funds from vehicle and petrol taxation. This Act, for the first time, brought a Government department into being having some power to define what roads should be specially assisted, and what form the improvements should take. The amount of money which special taxation of vehicles and petrol produced was quite small in the early years of the Board; still, it sufficed to meet the commitments of the Local Authorities,

because the board was not empowered to make grants towards maintenance, and many of the Local Authorities were not prepared to launch out into what the board defined to be improvements, and towards the cost of which they were authorised to contribute.

#### Classifying the Roads

It was soon obvious that direct State assistance could not be confined to improvement works alone, but must be extended to cover reasonable maintenance charges, and in 1913, as a result of a Departmental Committee appointed by the Government to consider this aspect of affairs, the then Road Board was charged with the duty of classifying the roads of the country into three classes, the first and second of which would receive substantial grants towards the cost of maintenance. Unfortunately, before the classification scheme was completed, all operations had to be suspended, owing to international troubles.

Considerable numbers of mechanically propelled vehicles which had been procured for war services were put upon the market by the Government Disposals Board, and were quickly purchased by traders and individuals, many of whom were desirous of commencing haulage businesses while the course was yet clear. It was in such circumstances that the Government, in 1919, for the first time in its history, appointed a Minister of Transport, to whom, amongst other things, the duties and powers of the Road Board, together with its officers and staff, were transferred. It was obvious that no further financial assistance could be expected from existing Government sources, and the only course to pursue, therefore, was to seek additional revenue from the ever-increasing number of mechanically propelled vehicles. A Departmental Committee was formed, and a scheme devised, intended at the outset, to produce at least 9½ millions sterling per annum, and expand as additional vehicles were added to the road transport fleet. Sir Henry P. Maybury in "Engineering."

### BRILLIANT SUCCESS

ITALIAN MOTORS IN  
SWITZERLAND

The Motor Show recently held in Geneva has been a great success, far superior to previous Swiss Exhibitions both by reason of the number and the renown of the firms taking part, the best known names in the world's motor production being represented.

The interest displayed by the international car industry in an Exhibition that is held long after the more celebrated Paris, London, New York and Rome Shows, is warranted by the position amongst Europe's greatest consumers of motor vehicles which Switzerland is rapidly attaining. An excellent market for foreign cars, Switzerland, with a negligible home production, has one of the highest positions in world statistics of motor registrations. Whilst Italy has only one motor vehicle for every 346 inhabitants, Switzerland has already reached one for every 61 inhabitants. This is all the more remarkable when one considers that for years some of the Cantons were very reluctant to open their roads to motor traffic. The Canton of Geneva, in which the Salon was held, holds first place with one motor vehicle for every 20 inhabitants!

Naturally, so interesting a market could not remain neglected by the Italian motor industry, which is very highly esteemed in the neighbouring Confederation and which has obtained many sporting successes on Swiss soil. Italy's finest products were worthily represented, and the new Fiat models 521 and 525-S, officially shown for the first time in Switzerland, aroused particular interest and admiration.

The Fiat stand was continually the centre of an interested, enthusiastic crowd, and the commercial success obtained at this Exhibition by the leading Italian firm is indicated by the large number of orders taken.

But commercial success is not enough for Fiat, used to sporting triumphs as well. On the occasion of the Salon, the Geneva Section of the Swiss Automobile Club organised, as an international event, a kilometre race at Eaux-Mortes. The race took place on March 17, many cars of well known makes taking part. In the Sports 1,100-1,500 c.c. class, the little 509 Fiat of Mr. August Schenfelder of Berne won first place, covering the kilometre from a standing start in 40.2/5", the average speed thus working out at nearly 56 miles per hour. This car beat the special, super-charged cars in the same class, and made considerably better time than the winning cars of the two next higher classes.

This strenuous test of the Fiat in a competition which calls for the maximum acceleration and power, as well as easy steering and gear changing, and which subjects every part of the car to terrific strains, giving convincing proof of its general excellence, gave rise to widespread and favourable comment in many countries.

### STEARNS-KNIGHT

SALES SHOW SHARP  
INCREASE

Practically without precedent in the history of the company, sales of Stearns-Knight cars during the first four months of this year more than doubled actual shipments during the corresponding period of last year, officials of the Stearns-Knight Sales Corporation of Cleveland announce.

The company's increase in individual months was even more phenomenal. March, for example, increased nearly five times. February business was nearly six times greater.

April continued the higher pace with a sharp increase. Sales officials of the company said that May is carrying forward at the same high rate and that orders for June delivery already received will give the company the biggest first half in its history.

Along with the spectacular gain in domestic business, Canadian and foreign sales of Stearns-Knight cars showed sharp increases. In addition to improved economic conditions in foreign countries, larger sales were attributed to the growing popularity of Knight engines in these territories and the long, rakish lines of the Stearns-Knight six and eight-cylinder models.

The Stearns-Knight is the only eight-cylinder Knight sleeve-valve motor manufactured in the U.S.A. and this fact has brought increasing inquiries from foreign buyers, officials of the company pointed out.

During a motor race on the road at Stendal, near Berlin, a car crashed into a tree at 100 miles an hour and two persons were killed.

### "HOW TO DRIVE"

NEW EDITION OF POPULAR  
BOOK

The beginning of each motoring season introduces a large number of new motorists who have to gain their driving experiences. The great value to them of an authoritative handbook on the subject as an aid to practical experience needs no emphasizing. There is very much more to learn about driving nowadays than formerly, as traffic and road conditions have been developing rapidly, and the motorist has to be well equipped with knowledge to meet these conditions.

The new and revised edition of "How to Drive a Car" comprises thirteen chapters, and the reader is led step by step from the elementary principles of car control until he reaches chapters covering the finer points of driving and refinements in handling the controls. A large and well-illustrated chapter is devoted to the art of changing gear, and the correct use of the brakes. A feature of this new edition is the inclusion of a description of recent improvements in transmission mechanism and how these modify manipulation, and the art of driving.

There is a large number of illustrations which greatly increase the instructional value of the text.

The new edition of "How to Drive a Car," by the Editor of "The Motor," is now on sale at leading booksellers, and it can also be had direct from Temple Press Ltd., 5-15, Rosebery Avenue, London, E.C., price 2s. 6d. net, post free 2s. 9d.

### TROLLEY-BUS

AN IMPORTANT FACTOR IN  
MUNICIPAL TRANSPORT

Prior to the Great War public transport by road in Great Britain was confined very largely to trams and buses. In recent years the trolley-bus has taken its place beside the two older forms of vehicle and it has met with a ready response on the part of municipal officials. One of the reasons which account for this has undoubtedly been the fact that, at comparatively small expense, the average overhead wire system used for tramway work can be converted, by the addition of a negative wire, to serve the trolley-bus. The rails are eliminated, thus reducing the cost of route maintenance by a very considerable extent. Trams can therefore be discarded in favour of the railless machine without the loss of the capital invested in overhead equipment.

Route extensions can be made with relatively little trouble where tramway or trolley-bus systems are already in existence, the new standards and wires merely having to be installed along the routes to be worked; the power-station plant is generally sufficient to deal with the additional load which will be imposed upon it.

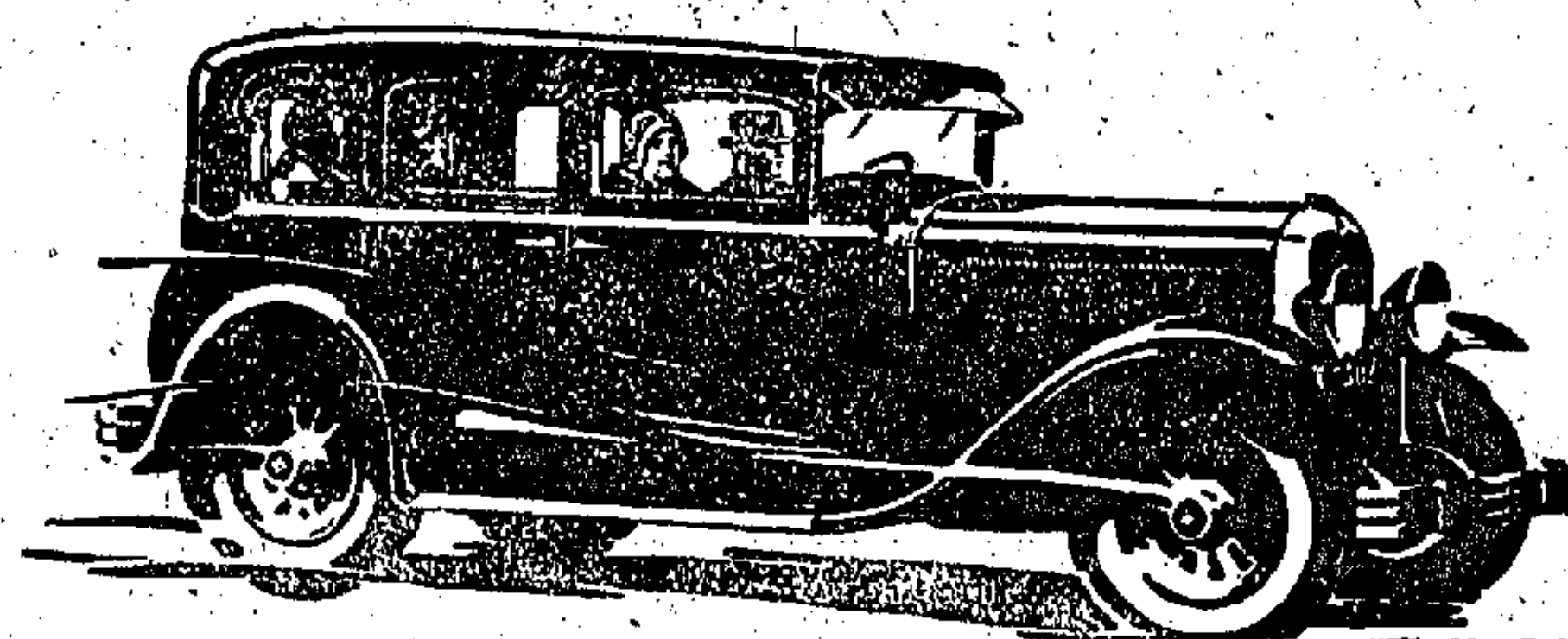
Much attention has been focused upon the type of vehicle in question, and one of the latest papers dealing with it is entitled "The Sphere of the Railless Trolley Vehicle System." It was read by Mr. A. A. Jackson before a recent meeting of the Birmingham and district section of the Institute of Transport. This paper reveals the fact that in 1928 there was an increase of 136 per cent. in the route miles operated, as compared with the figure for 1921.

Road improvements have helped the advancement of the trolley-bus, as did the lack of maintenance of tram rails during the years 1914-1918. Features which have appealed to the public in connection with the operation of the type in question are the smooth acceleration and deceleration, the safety of kerb-side loading and unloading and the absence of fumes. The range of deviation from the path of the overhead wires—in most cases about 15 ft.—makes it safe and earns the blessings of other road users on account of the small amount of obstruction it causes as compared with the tram.

Single-saloon designs can accommodate up to 40 seated passengers, whilst the double-saloon machines can carry some 68 persons, a fact which appeals to those who have to provide for heavy loads at peak hours. Trolley-bus routes are being operated in over 20 different areas in Britain. In addition to service on the Continent, fleets have lately been put into operation in China and South Africa. The system has not made much headway in the U.S.A. with its wide streets.

Both four-wheeled and six-wheeled machines are in everyday use, the latter being increasingly employed for double-saloon bodies which are required when routes are instituted to replace tramway services. The British chassis mostly come from factories producing vehicles of other types. The leading makes are A.E.C., Garrett, Guy, Karrier-Clough, Railless and Ransome.

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### KING'S HIGHWAY

FRINGE OF MOTOR DEVELOPMENT

Roads and road transport have, by virtue of the possibilities of the internal combustion engine, once again assumed supremacy in the transport systems of most countries, and it is fair to assume, having regard to the hold which road travel now has upon the populations of the world, that we have only touched the fringe of mechanically propelled vehicle development. In Great Britain probably the motorcar industry is one of the most progressive and successful, and has become the means of providing a large measure of well-paid employment. In like manner, the intensive use of the roads by all forms of vehicles, from the little 7-h.p. Austin car, to the giant night sleeper saloon, which is now becoming so general, makes it clear to those having responsibility for the permanent development of the future, that much development is necessary, and that a progressive policy is required, with ample resources for research in order to secure the greatest efficiency and economy.

Value of Vehicles  
It has been computed conservatively that the value of all mechanically propelled vehicles now using the roads of Great Britain is not less than £1,000,000,000, whilst if a value be assigned to the highway system upon present day replacement costs probably £2,000,000,000 would not be too high a figure to assess. And the end is not yet.

In these great industries have grown up and developed sources of employment of the first importance to a nation of manufacturers. In 1927 the motor manufacturing industry alone directly employed 257,000 persons, and manufactured 209,000 vehicles in the account year. I mention these facts in order to endeavour to show that small standards and limited conceptions should not prevail in shaping the future of the country's highways, which, in its highest expression is but the modern and scientific evolution of the ancient right and freedom of passage enjoyed by the King's subjects of every rank and station, over the King's highway—Sir Henry P. Maybury in "Engineering."

## HUMBER

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## BUYERS' GUIDE

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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
VAUXHALL.—Lane, Crawford, Ltd.  
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WILLIS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. C.2173.

### MOTOR TRUCKS AND TRACTORS.

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FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.  
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.  
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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.  
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WILLIS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.  
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ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.  
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.  
FIK TYRES.—Gilman & Co., 4a Des Voeux Road C. Tel. C.290.  
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.  
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.  
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.



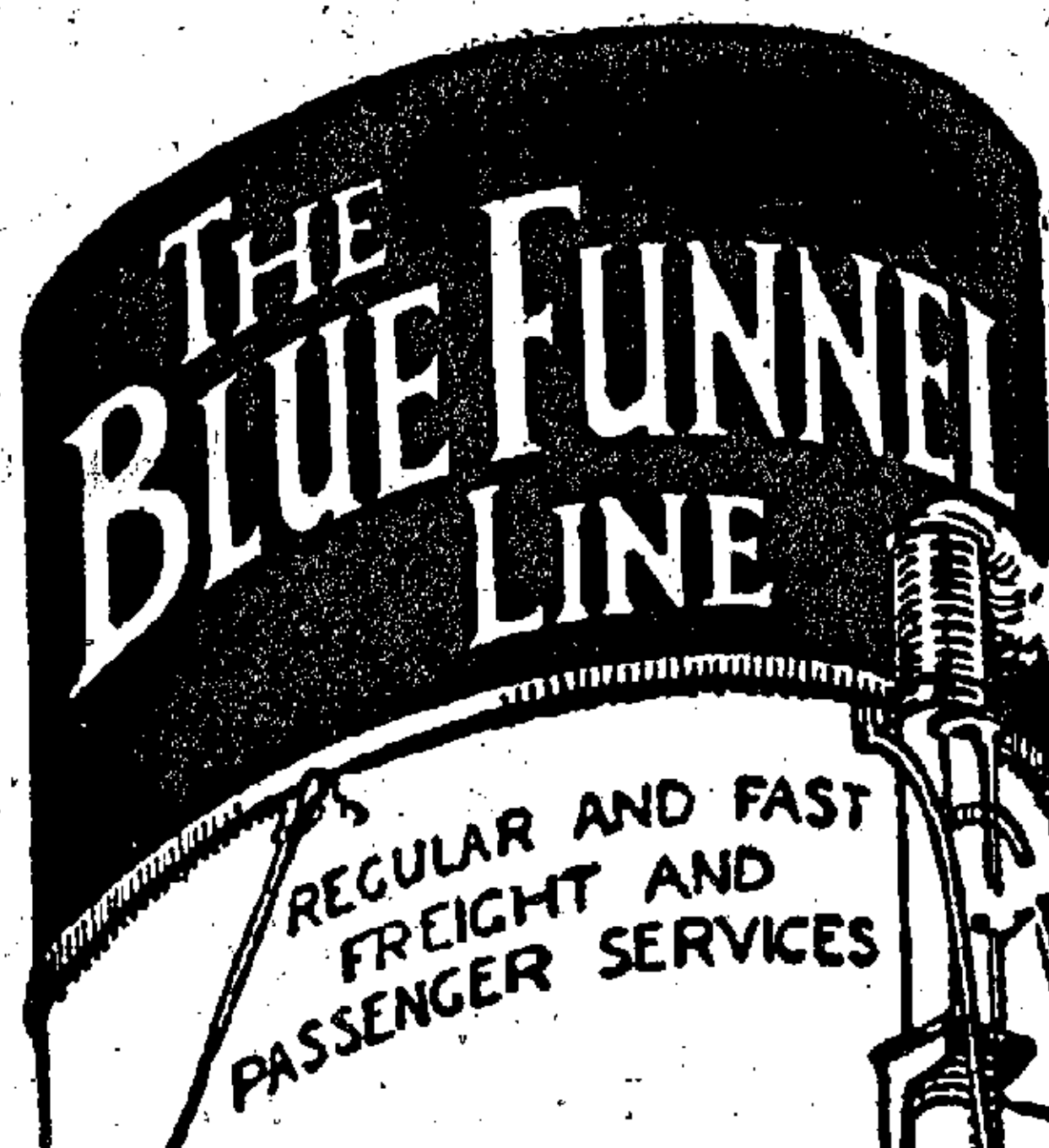
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HONG KONG, THURSDAY, JUNE 27, 1929.



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"SARPEDON" 10th July Marseilles, London, Rotterdam & Glasgow  
"DOMENEUR" 23rd July Marseilles, London, Rotterdam & Glasgow  
"PATROCLUS" 26th Aug. Genoa, Havre, Liverpool & Glasgow

## LIVERPOOL SERVICE

"AUTOLYCUS" 20th July Genoa, Havre, Liverpool & Glasgow  
"AGATHON" 26th Aug. Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
"TALHYBIUS" 11th July Victoria, Vancouver & Seattle  
"IXION" 1st Aug. Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"MACHAON" 8th July New York, Boston & Baltimore  
"ADRIAS" 15th July New York, Boston & Baltimore

## INWARD SERVICE

"PATROCLUS" Due 23rd June For Shanghai, and North China Ports  
"ADRIAS" Due 3rd July For Shanghai, Kobe & Yokohama

## PASSENGER SERVICE

"PATROCLUS" 30th June Shanghai and North China Ports  
"SARPEDON" 10th July Singapore, Marseilles & London  
"PATROCLUS" 26th Aug. Singapore, Marseilles & London

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## POST OFFICE NOTICE

List of vessels expected to be in wireless communication with Hong Kong to-day:—Trier, Tai Fook Sing, Perseus, Nagara, Ilford, s.s. Tang Maru, Cremer, Malacca Maru, Patroclus Yoko Maru, Tilawa.

## INWARD MAILS

| From                                                                       | THURSDAY, JUNE 27. | Per                |
|----------------------------------------------------------------------------|--------------------|--------------------|
| Shanghai and Amoy                                                          | 27.                | Ningpo             |
| Japan, Shanghai, & Europe via Siberia, (London, June 6-8)                  | 28.                | Kashima Maru       |
| Europe via Negapatam (Letters only, London, 30th May)                      | 29.                | Ho Sang            |
| Shanghai                                                                   | 29.                | Perim              |
| Europe via Negapatam (papers), London, 30th May and parcels, 23rd May      | 29.                | Patroclus          |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco, 31st May)             | 29.                | President Harrison |
| Manila                                                                     | 1.                 | President Pierce   |
| U.S.A., Honolulu (San Francisco, 7th June), Japan and Shanghai             | 1.                 | President Jackson  |
| Canada, U.S.A., Japan and Shanghai (Victoria, B.C. and Seattle, 13th June) | 2.                 | Empress of Asia    |
| Japan and Shanghai                                                         | 2.                 | General Metzinger  |
| Saigon                                                                     | 2.                 | Portos             |

## OUTWARD MAILS

| For                                                                                     | THURSDAY, JUNE 27. | Per                                       |
|-----------------------------------------------------------------------------------------|--------------------|-------------------------------------------|
| Amoy                                                                                    | 27.                | Ichang                                    |
| Saigon                                                                                  | 27.                | Prominent                                 |
| Shanghai & Japan                                                                        | 27.                | Washington Maru                           |
| Strait, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles | 28.                | Kashima Maru (Due Marseilles, 29th July.) |
| K.P.O.                                                                                  | 28.                | G.P.O.                                    |
| Registration June 28, 4.30 p.m.                                                         | 28.                | Registration June 29, 8.45 a.m.           |
| Letters June 29, 9 a.m.                                                                 | 28.                | Letters June 29, 9.30 a.m.                |
| Shanghai & Europe via Siberia                                                           | 28.                | Nagara                                    |
| Sandakan                                                                                | 28.                | Hinsang                                   |
| Swatow, Amoy and Foochow                                                                | 28.                | Hai Ning                                  |
| Amoy                                                                                    | 28.                | Nanchang                                  |
| Amoy                                                                                    | 28.                | Hosang                                    |
| Halphong                                                                                | 28.                | Song Bo                                   |
| Strait, Ceylon, India, Mauritius, E. & S. Africa & Egypt                                | 29.                | Perim                                     |
| Amoy                                                                                    | 29.                | Nanchang                                  |
| Hollo                                                                                   | 29.                | Stuart Dollar                             |
| Manila                                                                                  | 29.                | President Harrison                        |
| Swatow, Amoy and Formosa                                                                | 30.                | Hozan Maru                                |
| Bangkok via Swatow                                                                      | 30.                | Klangau                                   |
| Shanghai & Dalny                                                                        | 30.                | Liangchow                                 |
| Shanghai, Japan and Victoria, B.C.                                                      | 1.                 | Yokohama Maru                             |

\* Subscribed correspondence only.

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## THE WAR DEBTS' CONTROVERSY NEW PHASE

### WHAT BRITAIN CLAIMED FROM FRANCE

### INTERESTING DEVELOPMENT

Paris, Yesterday.  
The topic of war debts has been revived by the statement of M. Poincaré, to the combined Chamber committees of Foreign Affairs and Finance, dealing with a recent letter from Great Britain in which Mr. Churchill intimated that if France paid America \$400,000,000 for war stock due on August 1, a similar payment ought to be made to Great Britain under the Churchill-Caillaux Agreement.

M. Poincaré had disagreed with this view and had called attention to the difference between a war stock debt which was commercial and one which was a political debt. The development is interesting in view of Mr. Snowden's criticism of the Anglo-French debt arrangements, but the opinion is expressed that the issue will not become acute, as the debt agreement will doubtless be ratified before August 1. Consequently the War Stock Debt will be absorbed in the Mellon-Berenger Agreement and will not have to be paid separately or immediately.—Reuter.

## REPARATIONS

### POSSIBLE CONFERENCE OF MEMBERS

### LONDON AS VENUE?

London, Yesterday.  
The Governments interested in Reparations are busy exchanging views concerning the desirability of holding a conference of Ministers (probably in July) which would finally settle the problem, also the subsidiary questions, such as the evacuation of the Rhineland.

The British Government intimated that such a conference should be in London.—Reuter.

New York, Yesterday.  
Mr. Owen Young and other American delegates to the Reparations Experts' Conference in Paris reported to President Hoover yesterday.

According to the "New York World's" Washington correspondent, they declared the fruits of their mission would be a tremendous economic improvement in Europe, with a resulting stimulation of American trade and commerce.—Reuter's American Service.

## RISE OF RIVERS

### THREE MAIN WATERWAYS IN KWANGTUNG

### ANXIETY ABOUT FLOODS?

Canton, Yesterday.  
The sudden rising of the North, West and East Rivers, the three main waterways of Kwangtung—due to heavy rains of last week, is causing much anxiety among the inhabitants, especially the farmers in the districts along rivers. Further rise of the rivers may cause wide inundation of towns and villages and the destruction of dykes and rice crops.—Nan Chung Kuo News Service.

Four houses were gutted and two people were injured in a fire which broke out in Tien Yu Lee Alleyway, off Haichang Road, Chapel. Luckily the alarm was given in good time, otherwise the blaze would have proved far more disastrous as there was a considerable quantity of inflammable goods in the neighbouring buildings.

## OATH TAKING

### M.P.'S. "ANCIENT RIGHTS" AND "PRIVILEGES"

### MEMBERS SWORN-IN

London, Yesterday.  
The picturesque ceremony of electing a new Speaker of the House of Commons was completed to-day.

The King's approval to Captain Fitzroy's re-election as Speaker was communicated to the Speaker and members of the House of Commons, who were summoned to the House of Lords for the purpose.

On returning, the Speaker donned the official robes and made the usual declaration, announcing, on behalf of the Commons, that they "laid claim to all their ancient, undoubted rights and privileges, particularly freedom of speech, freedom of debate and freedom from arrest."

Having returned thanks to the Commons for the honour conferred upon him, the Speaker took the oath and signed the roll.

Members of the Government, led by the Prime Minister, then filed past the Speaker and took the oath. Occupants of the front Opposition bench next proceeded to the table and over 250 private members then followed.

The swearing in of members will be completed to-morrow.

Cabinet Meeting  
There was a full meeting of the Cabinet this morning, at which it was understood that a wide range of subjects was discussed preparatory to the completion of the King's speech.—British Wireless Service.

## OXFORD DEGREES

### CONFERRED ON DISTINGUISHED FOREIGNERS

### IN "HONORIS CAUSA"

London, Yesterday.  
The degree of D.C.L. (Honoris Causa) was conferred, at Oxford University to-day, on distinguished foreigners, including the Marquis de Merry Del Val, Spanish Ambassador, Brigadier-General Dawes, Ambassador of the United States and Mohamed Mahmoud Pasha, Prime Minister of Egypt.

Mr. F. B. Kellogg, late Secretary of State of the United States and Marshal Lyautey, on whom it was proposed to confer degrees, were unable to be present.—British Wireless Service.

## DISARMAMENT

### MR. STIMSON ALSO OPTIMISTIC

### INTERVIEWED BY REUTER

Washington, Yesterday.  
Mr. H. L. Stimson (State Secretary) interviewed by Reuter's correspondent, said he shared Mr. MacDonald's and General Dawes' optimism over the prospects of a settlement of the Naval disarmament question.

Mr. Stimson declined to comment on the reports that Mr. MacDonald would shortly make an important announcement on disarmament.—Reuter's American Service.

TO-DAY ONLY 2.30, 5.20, 7.15 & 9.15 p.m.

## BY SPECIAL REQUEST

# "The GORILLA HUNT"

BEN BURBRIDGE'S THRILLING PICTURE  
OF THE DARK CONTINENT

## AT THE MAJESTIC

Nathan Road  
Kowloon

## A DRIVE THROUGH LONDON

### NEXT MONDAY

### THEIR MAJESTIES TRAVELLING FROM WINDSOR

### KING'S "FINE RECOVERY"

London, Yesterday.  
Arrangements are now complete for the return to London of the King and Queen on Monday next. Their Majesties will motor from Windsor Castle to Kingston and, on reaching Hyde Park, they will leave the motor-car and travel the rest of the journey in a state landau, drawn by two horses.

The route will lie through a portion of the Hyde Park, Piccadilly, Saint James's Street and the Mall to Buckingham Palace and, during the half-hour drive, hundreds of thousands of Londoners will have an opportunity of greeting the King, who was last seen in London on February 9, when he left Buckingham Palace on sick-bed for Bognor.

Since his return to Windsor Castle, the King's health, in spite of one temporary setback has steadily improved, and the Prince of Wales, last night, declared that his father had made a "remarkably fine recovery."

The two miles' drive through London, occurring at the height of the season, when London is thronged with thousands of visitors, will be a memorable occasion.—British Wireless Service.

## BURMA FLOODS

### SEVERAL VILLAGES WASHED AWAY

### ENORMOUS DAMAGE

Rangoon, Yesterday.  
All communications in the Akyab district have been interrupted and several villages washed away. Many have silted up.

The damage is estimated at 15 lakhs of rupees.

The authorities are taking steps to relieve the distress and provincial relief funds have been opened.

### Earlier News

Shillong, Assam, Yesterday.  
The Government has made a statement that the recent floods completely destroyed the crops in the low-lying areas in the Cachar district, and did enormous damage to property.

Tea gardens in certain areas suffered severely, and thousands of acres of tea were submerged a considerable time, but gardens in Assam generally have not suffered.

The Government has placed four lakhs of rupees at the disposal of the Commissioner for Agricultural Loans, and has sanctioned a grant of 45,000 rupees for gratuitous relief in the Sylhet district.—Reuter.

## ALLIED WAR DEBTS

### NO CHANGE OF POLICY FOR WASHINGTON

### LABOUR VIEWS

Washington, Yesterday.  
The United States Government does not contemplate any change in its policy as regards either Allied War Debts or Reparations and American officials will not participate, directly or indirectly, in the collection of German reparations through the proposed International Bank, declared Mr. Stimson at a Press Conference at the State Department.

This reiteration of policy is significant, as hopes have been raised in some quarters, following the slight American concession at the recent Paris Reparations Conference, and the advent of Labour Government in Great Britain which, while unprepared to plead with the United States, is decidedly of opinion that the international war debts question should be re-opened.—Reuter's American Service.

### WAR ON "REDS"

Canton, Yesterday.  
Reports from General Yu Hou-mau at Nanking state that he has destroyed eleven fortresses of the Communists after the most sanguinary engagements, in which the casualties on both sides were very heavy.

It may be said that Nanking and surrounding districts (in the North of Kwangtung) are now rid of these "Red" pests.—Canton News Agency.

## D.W.GRIFFITH'S



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